



Frank Wilson & Associates, Inc.  
Marketing Communications  
Public Affairs

30900 Rancho Viejo Road, Suite 200  
San Juan Capistrano, California 92675  
949.218.1850  
800.556.0113  
949.218.1851 Fax

## Washington State WSTC Comprehensive Tolling Study

# Public and Stakeholder Outreach

## Appendices

<b>Appendix A: Outreach Materials.....</b>	<b>2</b>
Electronic Toll Collection Document	
Nationwide Tolling Success Case Studies	
History of Tolling in Washington	
WSTC Survey	
News Release	
Advertisement	
Policy Statements	
Outreach Open House and Meeting Presentation	
<b>Appendix B: Verbatim Public Comments.....</b>	<b>41</b>
General Public Comments	
Tolling Survey	

# Appendix A

## Outreach Materials

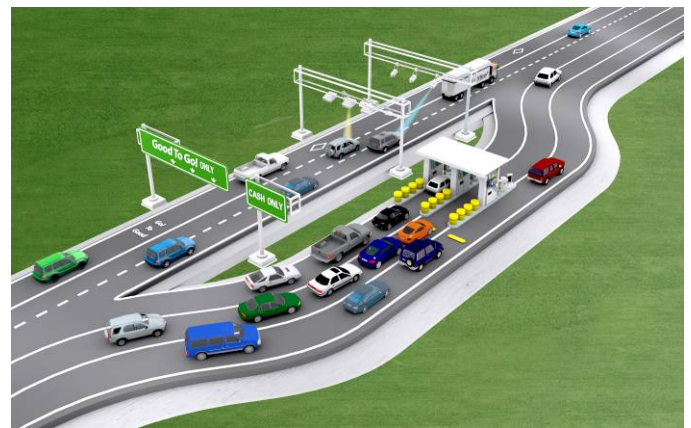
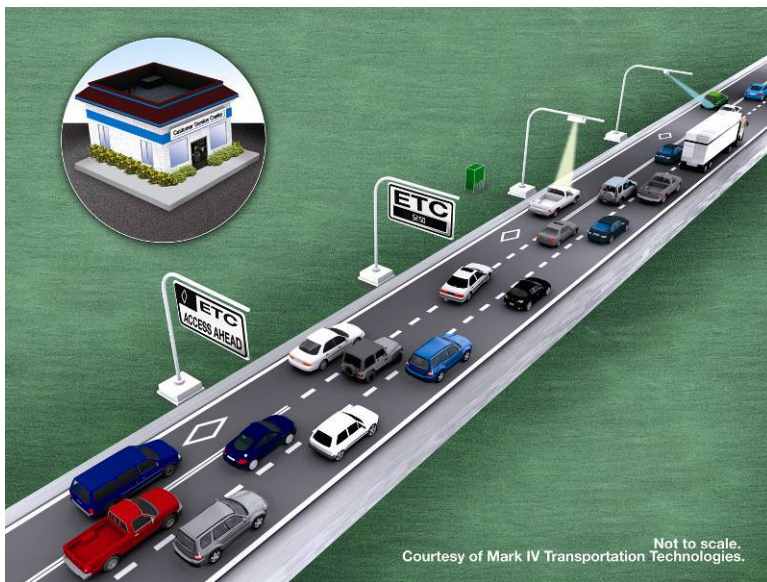
## Electronic Toll Collection *Fast, Convenient, Reliable*

### **Electronic Toll Collection (ETC) Means Convenience and Non-Stop Toll Collection**

Electronic toll collection is a system that allows drivers (cars, motorcycles and commercial vehicles) to pay tolls at highway speeds without stopping at a tollbooth. These systems are in use throughout the U.S. and have been embraced by drivers worldwide.

In Washington, electronic toll collection will debut in 2007 on the new Tacoma Narrows Bridge and later in 2008 on SR-167 HOT lanes, two projects sponsored by the Washington State Department of Transportation.

WSDOT's new system is called *Good To Go!*™ and uses a small electronic sticker that adheres to the inside of a vehicle's windshield and can be read by an antenna mounted over the roadway. Each time a vehicle passes under the antenna at the toll collection area, it links the e-sticker to the user's prepaid account and the system automatically debits the correct toll from the account.



On bridges, mountain passes and new toll highways, non-stop electronic toll collection can be used in conjunction with traditional cash toll plazas to accommodate the needs of visitors.

ETC can be used to get more efficient use of existing road capacity. HOV/toll lane configurations, like the one shown above, allow solo drivers to pay a toll and use the existing carpool (HOV) lane when there is available space in the lane. With HOV/toll lanes, about 13% more people can be moved through a corridor using existing road capacity.

## About WSDOT's *Good To Go!*™ Electronic Toll Collection System

To make driving throughout Washington more convenient, WSDOT has adopted the easy-to-recognize *Good To Go!* name for all electronic toll collections. *Good To Go!* allows drivers to pay tolls electronically while traveling at highway speeds and without leaving the highway to stop at a tollbooth. *Good To Go!* means that commuters, business users, commercial vehicle operators and others who use the system will have a faster, more reliable and convenient trip.

## How to Get a *Good To Go!* E-Sticker / Transponder

When the new service is available early next year, *Good To Go!* will be easy to get and simple to use. Drivers can set up a prepaid *Good To Go!* account by visiting a Web site, service center and/or by mail or phone.



*Good To Go!* e-sticker – easy to get and simple to use.

The *Good To Go!* e-sticker will initially be distributed at no charge, but the account will require a minimum deposit (approximately \$30) payable with credit card, debit card, cash, check or money order.

## How does the *Good To Go!* prepaid account work?

When you open a prepaid account, you will receive a *Good To Go!* e-sticker that is linked to your account. Affix the sticker to the windshield behind the rear view mirror and you are ready to use *Good To Go!*.

The correct toll is automatically debited from the prepaid account each time you make a toll trip. The account will be replenished from your credit card, debit card or auto-draft check whenever two toll trips are left on the balance. However, customers who open an account with cash or a check will be responsible for maintaining a minimum account balance. You will be able to review your account activity online or request a quarterly statement detailing usage.

## What happens if a driver doesn't pay the toll?

Violators who use the *Good To Go!* ETC lanes without paying will be subject to a considerable fine. Typically, cameras will take a picture of the violator's license plate and a notice will be mailed.

**To sign up for updates and to be notified when *Good To Go!* is available, visit [wsdot.wa.gov/goodtogo](http://wsdot.wa.gov/goodtogo).** You will not be obligated to set up an account when you provide your contact information for the interest list.

## Case Studies

### Tolling Experiences in North America

#### **I-15 HOT Lanes near San Diego, California**

Interstate 15 is a heavily traveled highway in the San Diego region of California. It connects several north inland communities with major employment centers to the south. Prior to 1996, there was excess capacity on the I-15 high occupancy vehicle (HOV/carpool) lanes and rush hour congestion on the regular freeway lanes. There also was limited transit service in the corridor.

To address the traffic concerns, in March 1998, an eight-mile reversible (one direction in the morning, the other direction in the afternoon) HOT Lane facility opened in the median of I-15, opening up the carpool-only lanes to solo drivers. The new facility allowed solo drivers to pay a per trip fee to use the existing high occupancy vehicle (HOV) lanes, while carpoolers, motorcycles and transit riders continue to use these HOV lanes for free. The I-15 HOT Lanes are a prime example of how states can use existing transportation infrastructure more efficiently.

The I-15 HOT Lanes operate using an electronic toll collection system called Fastrak™. Tolls are automatically charged using a transponder that is affixed to the commuter's windshield and deducted from a prepaid account. To keep traffic flowing smoothly, the cost for using the HOT Lanes changes dynamically, reflecting the capacity in the lanes. The toll varies, up to \$8, to ensure a fast, reliable commute for many drivers. Revenue from the HOT Lanes helps to fund road projects in the area and also an express bus service along I-15.

I-15 commuters overwhelmingly support the HOT Lanes project and Fastrak™ has proven to be a successful program that supports reduced travel time, reliability of on-time transit arrival and improved traveler safety.

The I-15 Fastrak™ program has optimized the use of previously underutilized capacity on the HOV lanes, and demand for the program continues to grow.

#### **The 91 Express Lanes in Orange County, California**

The 91 Express Lanes is a four-lane, 10-mile toll road built in the median of California's Riverside Freeway (State Route 91) between the Orange/Riverside County line and the Costa Mesa Freeway (State Route 55). The state-of-the-art facility boasts several firsts: the first privately financed toll road in the U.S. in more than 50 years, the world's first fully-automated toll facility (no stopping, no tollbooths), and the first application of time-of-day pricing on a toll road to maintain free-flow conditions.

The 91 Express Lanes employs a Fastrak™ system that is interoperable with the I-15 HOT Lanes facility. Tolls on the facility range from \$1.10 to \$7.75, depending on capacity on the road. This facility only offers electronic toll collection, which has eliminated the need for drivers to stop and pay tolls at traditional tollbooths, thus ensuring the free flow of traffic.

The 91 Express Lanes were born of the need for congestion relief on the 91 Freeway when no public funds were available to solve this critical transportation problem. The concept was unique—the private sector would take the risk, and the state would get congestion relief at no cost to taxpayers.

Since the 91 Express Lanes carried its first vehicle on December 27, 1995, this world-class transportation facility has logged more than 64 million vehicle trips, saving customers over 32 million hours of commuting time. These time savings have produced measurable benefits, including some \$480 million in added economic productivity and quality-of-life benefits for commuters, their families and businesses.

### **MnPASS I-394 Express Lanes, Minneapolis, Minnesota**

Since May 16, 2005, Minneapolis commuters have been afforded a fast, reliable commute from the western suburbs into downtown Minnesota by using on an 11-mile HOT Lane conversion project known as the MnPASS I-394 Express Lanes. By converting of high occupancy vehicle (HOV) lanes into high occupancy toll (HOT) lanes, single occupant drivers were able to access the lanes by paying a user fee.

Tolls on the MnPASS I-394 Express Lanes change dynamically, depending on traffic flow. Ranging between \$1.00 and \$4.00, tolls are collected through an electronic tolling system, and revenues go for I-394 corridor upkeep and capital improvements. Carpoolers and transit vehicles ride for free.

This project was the first of its kind in Minnesota and presented a new and significant change in highway management for the state. Developed and completed through a public/private partnership, the MnPASS project is another example of how states can make better use of the capacity in high occupancy vehicle lanes.

### **The 407 Express Toll Route (ETR) in Canada's Greater Toronto Area**

Highway 407, officially called the 407 Express Toll Route (ETR), is a pay-per-use limited access highway located in Canada's Greater Toronto Area. It runs east-west just north of Toronto and extends 108 km (67 mi) through the surrounding cities of Toronto. Plans are currently underway to extend the highway further east. It allows traffic to bypass Highway 401, the main highway through Toronto. Overall there are 40 different junctions on Highway 407 connecting the toll road with the main transportation network in the Greater Toronto Area. It's the world's first all-electronic, open access toll highway. By January 2006, 694,405,856 total trips had been taken since opening 407 ETR in October 1997.

The road was financed and built by the Province of Ontario and sold to a private consortium in 1999.

Visit [www.wstc.wa.gov](http://www.wstc.wa.gov) to get the latest news about tolling in Washington.



## The History of Tolling in Washington State

### Toll Roads Pave the Way to Prosperity

For centuries—from the ancient Greeks to today's most modern cities—governments have collected tolls to help pay for burgeoning transportation systems. In the United States, tolling has a long history as well. George Washington was one of the first proponents of toll roads and utilized them to expand the country westward. One of the earliest toll roads in the United States was the Philadelphia and Lancaster Turnpike Road built in 1795.

Since then, some of America's greatest engineering feats, such as the Holland Tunnel in New York and the Golden Gate Bridge in San Francisco, were funded through tolls. The state of Washington is no stranger to tolls either. The Washington State Ferry System was put in place in 1951 and to this day collects a toll from all riders.

Furthermore, tolls have been the traditional method of financing the construction of major bridges in Washington since 1930.

Bridge	Tolling Period	Toll (When First Opened)	Toll Adjusted for Inflation to 2005 Prices
Longview (SR 433)	1930-1965	\$2.00	\$23.74
Tacoma Narrows Bridge (SR 16) (First Bridge)	1940 (collapsed)	\$1.10	\$15.57
Lacey V. Murrow Memorial Bridge (1-90)	1940-1949	\$0.50	\$7.08
Agate Pass Toll Bridge (SR 305)	1950-1951	\$0.50	\$4.11
Tacoma Narrows Bridge (SR 16) (Second Bridge)	1950-1965	\$1.10	\$9.05
Fox Island Bridge (SR 303)	1954-1965	\$0.75	\$5.53
Port Washington Narrows Bridge (SR 303)	1958-1972	\$0.20	\$1.37
Spokane River Bridges (SR 2/SR 395)	1958-1990	\$0.40	\$2.74
Vancouver/Portland Bridge (1-5)	1960-1966	\$0.40	\$2.68
Hood Canal Bridge (SR 104) (First Bridge)	1961-1979	\$2.60	\$17.23
Biggs Rapids Bridge (US 97)	1962-1975	\$2.00	\$13.13
Evergreen Point Bridge (SR 520)	1963-1979	\$0.70	\$4.53
Vernita Toll Bridge (SR 24)	1965-1976	\$1.50	\$9.44
Hood Canal Bridge (SR 104) (Second Bridge)	1982-1985	\$5.00	\$10.27
Tacoma Narrows Bridge (SR 16) (Third Bridge)	2007-	\$3.00	\$3.00



Throughout the years, establishing and maintaining transportation infrastructure in Washington State has proven to be no easy task. With the state's diverse landscape of dense forests, mountains and vast waterways, building new roadways has presented engineers with many challenges, not to mention the challenge of securing the funds to pay for major public works projects.

Today, with continued budget shortfalls, continually growing demands being placed on our existing roads and bridges, and a resistance to increases in taxes, the State of Washington, along with many other states, has looked to more innovative solutions to address its transportation needs. Currently, the Washington State WSTC is engaged in a Tolling Study that will provide a framework for exploring the possibility of developing a toll system for roads and bridges, and creating policies for fair implementation of tolling in the state. The report will be submitted to the legislature during the 2007 legislative session.

**In states such as Texas, California, Florida and Colorado and in countries around the world, tolls have remained a popular way to raise large amounts of capital to cover the costs of new transportation projects. Minnesota, California and Texas have used tolling to improve the capacity of existing roads, using express lanes that offer easy mobility and a more reliable commute. In Florida, a network of modern toll roads serves motorists in all corners of the state. Recently, with the advent of electronic toll collection, tolling has become an even more viable and efficient solution to raise revenue and to manage congestion on heavily traveled urban highways. Both in funding new projects and in optimizing the use of existing roads, innovative tolling solutions have met with considerable success, and studies have shown that they are popular with motorists from all walks of life.** As state leaders consider implementation of tolling in Washington, existing toll projects both here and in other states will provide valuable lessons from which Washington will benefit. The statewide framework for tolling will have at its foundation, the goal of maintaining a vibrant economy through a sound and efficient transportation system.

Visit [www.wstc.wa.gov](http://www.wstc.wa.gov) to get the latest news about tolling in Washington.

Washington State WSTC  
Comprehensive Tolling Study  
**Public Outreach Questionnaire**

Thank you for taking a few moments to answer a few questions about the Comprehensive Tolling Study. Now that you have learned about the study's findings, please tell us your opinion of some of its recommendations.

Below is a list of policy recommendations for implementing tolling in Washington. Please take a few minutes to tell us your opinion on each of the policy recommendations by checking the appropriate box. Your comments are also welcome.

	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Comment
1. Washington should use tolling to encourage effective use of the transportation system.					
2. Washington should use tolling to provide a supplementary source of transportation funding.					
3. Tolling should be used when it can be demonstrated to contribute to a significant portion of the cost of a project that cannot be funded solely with existing sources.					
4. Tolling should be used when it can be demonstrated to optimize system performance, such as with an HOV/Tolled Express lane.					
5. Tolling should be fairly and equitably applied in the context of the statewide transportation system.					
6. Tolling should not have significant adverse impacts though diversion of traffic to other routes.					
7. Toll revenue should be used only to improve, maintain or operate the transportation system.					
8. Toll rates should be set to optimize system performance, recognizing necessary tradeoffs to generate revenue.					
9. Since transportation infrastructure projects have costs and benefits that extend well beyond those paid for by initial construction funding, tolls should remain in place to fund additional capacity, capital rehabilitation, maintenance, operations, and to optimize performance of the system.					

	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Comment
10. Following broad statutory direction, the Washington State WSTC, as the currently designated State Tolling Authority, should develop policies and criteria for selecting the parts of the transportation system to be tolled; propose the study of potential toll facilities; recommend toll deployments to the Governor and Legislature; and set toll rates. The Authority should engage in robust and continuous coordination with state-authorized regional or multi-state entities that may propose toll facilities to the Authority.					
11. The Washington Sate Department of Transportation should be responsible for planning, development, operations and administration of toll projects and toll operations within the state.					
12. Toll systems in the State of Washington should be simple, unified, and interoperable, and avoid attended tollbooths wherever possible.					
13. Please use this window to tell us what advice you would give us about tolling in Washington State.					
14. How useful was the information presented in the Virtual Open House presentation you saw before filling out this questionnaire?	Very useful	somewhat useful	Not very useful		Comment

If you would like to be kept informed regarding the Washington State WSTC's Comprehensive Tolling Study, please provide the following information:

First name \_\_\_\_\_ Last name \_\_\_\_\_ Daytime phone (optional) \_\_\_\_\_  
 Street address \_\_\_\_\_ City \_\_\_\_\_ Zip \_\_\_\_\_  
 E-mail \_\_\_\_\_ Preference for contact: ☐ Postal Mail ☐ Email (saves money)

*Your personal information will not be sold or used for any purpose other than keeping you informed of transportation issues in the state of Washington.*

Thank you for taking time to give us your opinion.

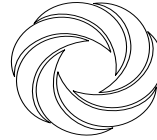
**You may also visit a virtual Open House and complete this questionnaire online at [www.wstc.wa.gov](http://www.wstc.wa.gov) between June 20 and June 30, 2006**

## News Announcement

June 7, 2006

### For Immediate Release

Contact Information  
Lisa Woolery  
lisa@frankwilson.com  
(949) 218-1850 x224



### Washington State Transportation

#### **WASHINGTON STATE WSTC INVITES THE PUBLIC TO HEAR AND BE HEARD ON ITS COMPREHENSIVE TOLLING STUDY**

Olympia, Wash. – During the last two weeks in June, Washington State WSTCers and staff will present the preliminary results of the Washington State Comprehensive Tolling Study at a series of public meetings throughout Washington. The public is encouraged to attend an open house in their area or take a “virtual tour” of the open house online at [www.WAtollingstudy.com](http://www.WAtollingstudy.com) between Monday, June 19 and Friday, June 30. In addition to learning about the tolling study, participants in any of the open houses, and visitors to the virtual Web-based open house will have the opportunity to express their opinions and fill out a questionnaire about the proposed tolling policies for Washington. Responses to the questionnaire will be included in the Commission’s final report to the legislature.

The dates, times and locations for the open houses are as follows:

<b>Southwest Washington</b> <b>Vancouver Public Open House</b> <b>Tuesday June 20, 5:00pm – 7:00pm</b> WSDOT Southwest Division Building 11018 NE 51 <sup>st</sup> Circle Vancouver, WA 98682	<b>Central Puget Sound</b> <b>Seattle Public Open House</b> <b>Wednesday June 21, 5:00pm – 7:00pm</b> Mercer View Community Center 8236 SE 24 <sup>th</sup> Street Mercer Island, WA 98040
<b>Northwest Washington</b> <b>Bellingham Public Open House</b> <b>Thursday June 22, 5:00pm – 7:00pm</b> Hampton Inn 3985 Bennett Drive Bellingham, WA 98225	<b>Central Washington</b> <b>Yakima Public Open House</b> <b>Tuesday June 27, 5:00pm – 7:00pm</b> Clarion Hotel 1507 N. First Street Yakima, WA 98901
<b>Eastern Washington</b> <b>Spokane Public Open House</b> <b>Wednesday June 28, 5:00pm – 7:00pm</b> Center Place 2426 N. Discovery Place Spokane Valley, WA 99216	

"Clearly there is more need for transportation improvements in Washington than there are resources available. In an effort to solve gridlock and create opportunities that will positively affect Washingtonians' lives and the future of our state's economy, we are exploring new ideas to help fund our roads and bridges and make the most of the highways we already have. Tolling has worked effectively in other states, and it can in Washington as well," said WSTC Chair, Dan O'Neal.

In 2005 the Washington State WSTC was given legislative direction to study where, when, and how to use tolling in the State of Washington, and to develop a statewide tolling strategy for the state. With two tolling projects currently under construction and others in discussion stages, the State legislature recognized that a statewide policy framework would be desirable to ensure consistent decision making throughout the State.

After months of study, a set of policy recommendations emerged for implementing tolling in Washington. The eight recommendations are summarized below, along with several hypothetical scenarios that provide a relevant and meaningful context to help visualize the broad spectrum of possibilities for using tolling as a transportation solution. Other than the current tolling projects already underway—Tacoma Narrows Bridge and SR 167 HOT Lanes Pilot Project—these scenarios are not proposals for tolling at this time.

#### **Draft Policy Recommendations\***

1. Washington should use tolling to encourage effective use of the transportation system and provide a supplementary source of transportation funding.
2. Tolling should be used when it can be demonstrated to:
  - a. Contribute to a significant portion of the cost of a project that cannot be funded solely with existing sources; and/or
  - b. Optimize system performance, such as with an HOV/Tolled Express lane.

Such tolling should in all cases:

- c. Be fairly and equitably applied in the context of the statewide transportation system.
  - d. Not have significant adverse impacts through diversion of traffic to other routes.
3. Toll revenue should be used only to improve, maintain or operate the transportation system.
4. Toll rates should be set to optimize system performance, recognizing necessary tradeoffs to generate revenue.
5. Since transportation infrastructure projects have costs and benefits that extend well beyond those paid for by initial construction funding, tolls should remain in place to fund

additional capacity, capital rehabilitation, maintenance, operations, and to optimize performance of the system.

6. Following broad statutory direction, the Washington State WSTC, as the currently designated State Tolling Authority, should develop policies and criteria for selecting the parts of the transportation system to be tolled; propose the study of potential toll facilities; recommend toll deployments to the Governor and Legislature; and set toll rates. The Authority should engage in robust and continuous coordination with state-authorized regional or multi-state entities that may propose toll facilities to the Authority.
7. The Washington State Department of Transportation should be responsible for planning, development, operations and administration of toll projects and toll operations within the state.
8. Toll systems in the State of Washington should be simple, unified, and interoperable, and avoid attended tollbooths wherever possible.
9. The setting of transportation priorities in the state should not be influenced by the potential availability of toll revenues.

### **Hypothetical Examples of Tolling**

#### **Converting carpool lanes (HOV lanes) into high occupancy toll lanes (HOT lanes)**

This concept demonstrates a proven, relatively inexpensive way to optimize the existing transportation system by giving solo drivers access to the carpool lane for a fee. HOT lanes provide a relief valve for people who absolutely need to be somewhere on time. This type of project has proven very popular with drivers in Minneapolis and California. Following the example of the SR 167 high occupancy toll (HOT) lane pilot project, consideration should be given to converting additional high occupancy vehicle lanes (HOV or carpool) lanes to HOT lanes.

#### **Tolling Bridges**

Bridges are natural candidates for tolling and could provide a source of funding to cover the high cost of bridge construction, improvements operations and maintenance. Tolling of bridges can also serve as a convenient traffic management tool. Studies have shown that modest variations in tolls by time-of-day can influence travel behavior and improve mobility.

The SR 520 bridge over Lake Washington is badly in need of improvements to reduce the risks associated with storm and seismic damage. Additional capacity is also needed. The study

analyzed improving and tolling both the SR 520 bridge and the alternate route, I-90. The study found that tolling at a level designed to keep traffic moving at about 45 mph would require a relatively high toll price, and while the tolls would improve cross-Lake Washington travel times, they could negatively impact the overall traffic system due to the rearrangement of traffic flow. More moderate, flat tolls would result in improved travel with less disruption of travel patterns. It is still uncertain as to whether tolling both SR520 and I-90 would be needed to maintain balance in the system. Using tolls to help fund bridges can be an effective finance tool that can also be used to influence travel behavior and improve system performance.

### **Tolling a Mountain Pass is Conceptually Like Tolling a Bridge**

Tolling presents a unique opportunity to provide additional funding for much needed safety and capacity improvements, and ongoing maintenance and operations for projects like Snoqualmie Pass. This pass is frequently closed due to rockslides, avalanches and adverse road conditions, and improvement costs are extremely high. Snoqualmie Pass is a vital segment of I-90 – the lifeline of eastern Washington, and charging tolls could be an effective way to raise the funds needed to ensure reliability of travel in that corridor. Tolling at a modest level could raise a significant portion of revenue needed for the project and pay for enhanced maintenance activities.

### **Traditional Toll Road Development**

The proposed Cross Base Highway (SR 704) is an example of a traditional toll road development project, where tolls are used to help fund the construction of a new highway. This particular project, however, has unique elements that limit the potential of tolling as a source of funds. The highway is adjacent to two military bases and toll-free access between the bases would likely be provided. This corridor serves one of the lowest income areas of Pierce County making it sensitive to toll pricing. These factors reduce revenue potential, and toll revenue is only expected to contribute about 15 percent to total construction costs. Due to the unique nature of the Cross Base Highway project, the limited amount of revenue expected, and taking into consideration some geographic and social equity concerns, this project is a poor candidate for tolling at this time.

The study will conclude in July 2006, after which it will be up to the Washington State Legislature to take legislative action.

### **About the Washington State WSTC**



The Washington State WSTC is an independent state agency whose seven citizen members are appointed by the Governor and confirmed by the Senate. The Commission exercises responsibilities in preparing the state's transportation plan, proposing the state's transportation investment plan, and working with the Governor, the State Legislature, the Secretary of Transportation and others across the state in formulating transportation policy. The Commission also sets ferry fares, oversees the implementation of the state's Public/Private Partnership program, and is currently designated as Washington's toll authority.

**###**

**Editor's Note:** \* Draft Policy recommendations as of June 1, 2006

The Washington State Transportation Commission invites you to

## Hear and Be Heard

at a public open house to be held this month:



## Roads, Bridges & Mobility

The potential role of tolls in our transportation future.

### You Have Choices: Put Yourself in the Driver's Seat

Learn about the Washington State Tolling Study that examines how tolls can improve our transportation system. Come speak with Transportation Commissioners and tell us what you think before the Commission makes final recommendations to the Washington State Legislature later this year.

For more information, visit [WATollingStudy.com](http://WATollingStudy.com) today.

### Central Washington (Yakima)

Tuesday June 27, 5:00 – 7:00pm

Clarion Hotel  
1507 N First Street  
Yakima, WA 98901

### Southwest Washington (Vancouver)

Tuesday June 20, 5:00 – 7:00pm  
WSDOT Southwest Division Building  
11018 NE 51<sup>st</sup> Circle  
Vancouver, WA 98682

### Northwest Washington (Bellingham)

Thursday June 22, 5:00 – 7:00pm  
Hampton Inn  
3985 Bennett Drive  
Bellingham, WA 98225

### Central Puget Sound (Mercer Island)

Wednesday June 21, 5:00 – 7:00pm  
Mercer View Community Center  
8236 SE 24<sup>th</sup> Street  
Mercer Island, WA 98040

### Eastern Washington (Spokane)

Wednesday June 28, 5:00 – 7:00pm  
Center Place  
2426 N. Discovery Place  
Spokane Valley, WA 99216

For more information, visit [www.WATollingStudy.com](http://www.WATollingStudy.com) today

## Proposed Tolling Policies for Washington State (as of June 2006)

1. Washington should use tolling to encourage effective use of the transportation system and provide a supplementary source of transportation funding. That policy should evolve over time:

Short Term (within 10 years)	<ul style="list-style-type: none"><li>• Accelerate implementation of high-cost/high-need projects such as SR 520, Columbia River Crossing at Vancouver, and Snoqualmie Pass.</li><li>• Use price differentials as appropriate to make most effective use of the system.</li><li>• Convert HOV lanes to HOV/tolled express lanes to optimize performance and maintain free-flowing service for transit, vanpools and carpools.</li></ul>
Medium Term (within 20 years)	<p>Consider potential for building additional capacity as tolled express lanes through more extensive study of long-term costs and benefits.</p> <p>Consider broader use of tolling to optimize system performance.</p>
Long Term (beyond 20 years)	<p>Consider more extensive use of tolls as the ability to build more capacity is constrained, traditional revenue sources decline, and technology advances.</p>

2. Tolling should be used when it can be demonstrated to:
  - Contribute to a significant portion of the cost of a project that cannot be funded solely with existing sources; and/or

- Optimize system performance, such as with an HOV/Tolled Express lane.

Such tolling should in all cases:

- Be fairly and equitably applied in the context of the statewide transportation system.
- Not have significant adverse impacts through diversion of traffic to other routes.

3. Toll revenue should be used only to improve, maintain or operate the transportation system.

4. Toll rates should be set to optimize system performance, recognizing necessary tradeoffs to generate revenue.
5. Since transportation infrastructure projects have costs and benefits that extend well beyond those paid for by initial construction funding, tolls should remain in place to fund additional capacity, capital rehabilitation, maintenance, operations, and to optimize performance of the system.
6. Following broad statutory direction, the Washington State WSTC, as the currently designated State Tolling Authority, should develop policies and criteria for selecting the parts of the transportation system to be tolled; propose the study of potential toll facilities; recommend toll deployments to the Governor and Legislature; and set toll rates. The Authority should engage in robust and continuous coordination with state-authorized regional or multi-state entities that may propose toll facilities to the Authority.
7. The Washington State Department of Transportation should be responsible for planning, development, operations and administration of toll projects and toll operations within the state.
8. Toll systems in the State of Washington should be simple, unified, and interoperable, and avoid attended tollbooths wherever possible.
9. The setting of transportation priorities in the state should not be influenced by the potential availability of toll revenues.

# Outreach Open House and Meeting Presentation



Washington State  
Transportation Commission

# **Roads, Bridges and Mobility**

**The potential of tolls  
in our transportation future.**

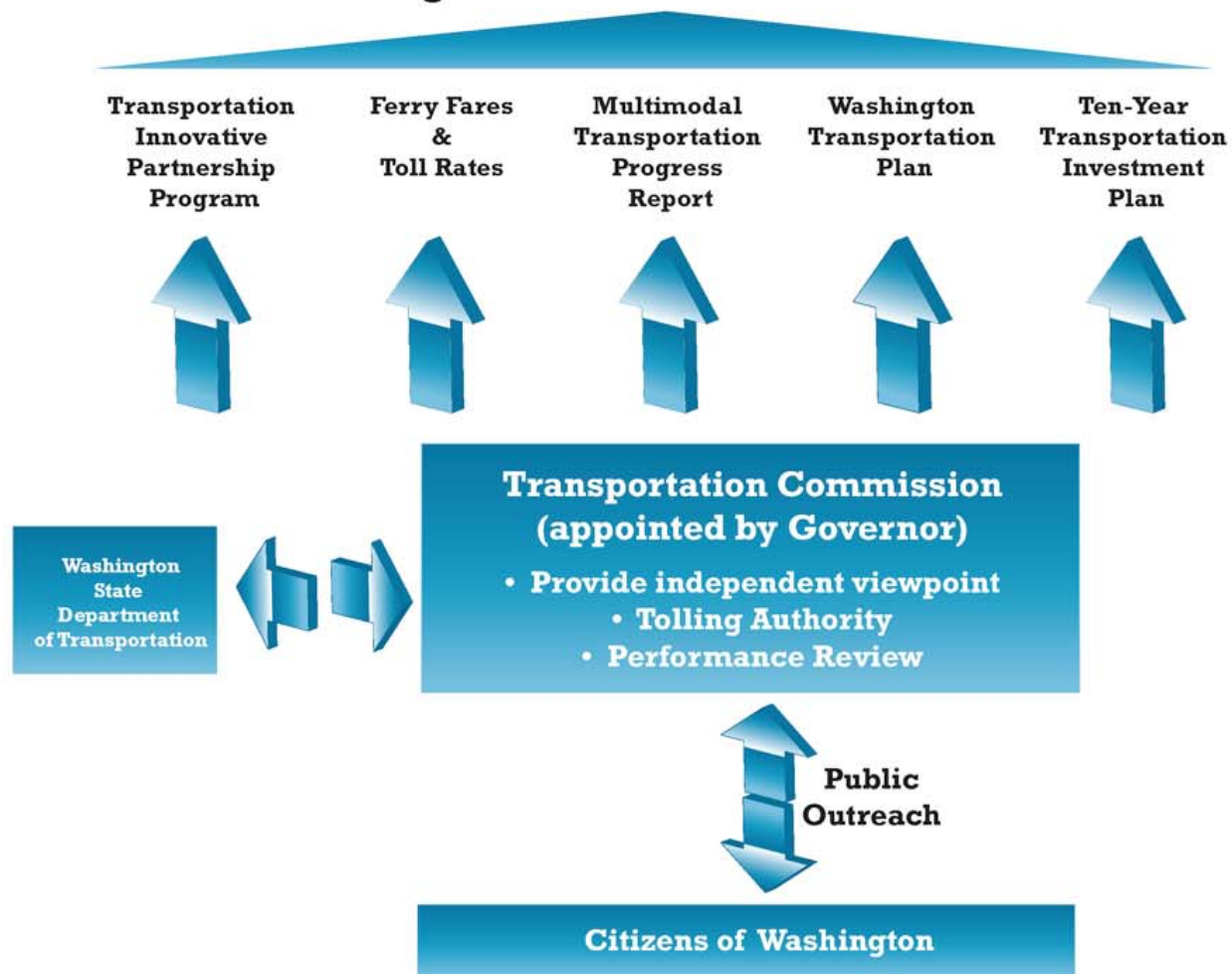
# **Welcome Hear and Be Heard!**

# About the Transportation Commission

## The Role of the Commission

State Legislature

Governor's Office



## Why the tolling study?

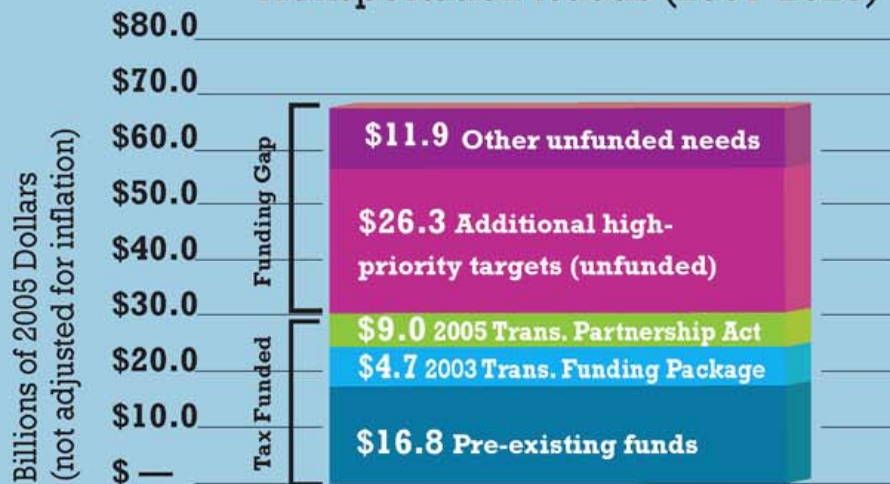
The State Legislature charged the Washington State Transportation Commission with evaluating if, when and how to use tolling in the State of Washington.



# Why Toll?

## Funding Gap: \$38.2 Billion

Washington State Long Range  
Transportation Needs (2007-2026)



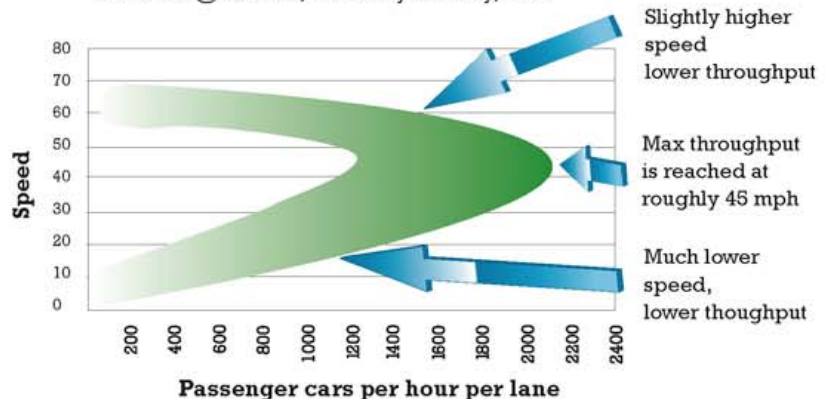
We pay for the  
congestion in  
stress, frustration,  
and higher-cost  
goods.

## System Efficiency

**Congestion  
reduces the  
efficiency of our  
system.**

### Optimizing Throughput on Roadways

I-405 NB @ 24th NE, Weekdays in May, 2001



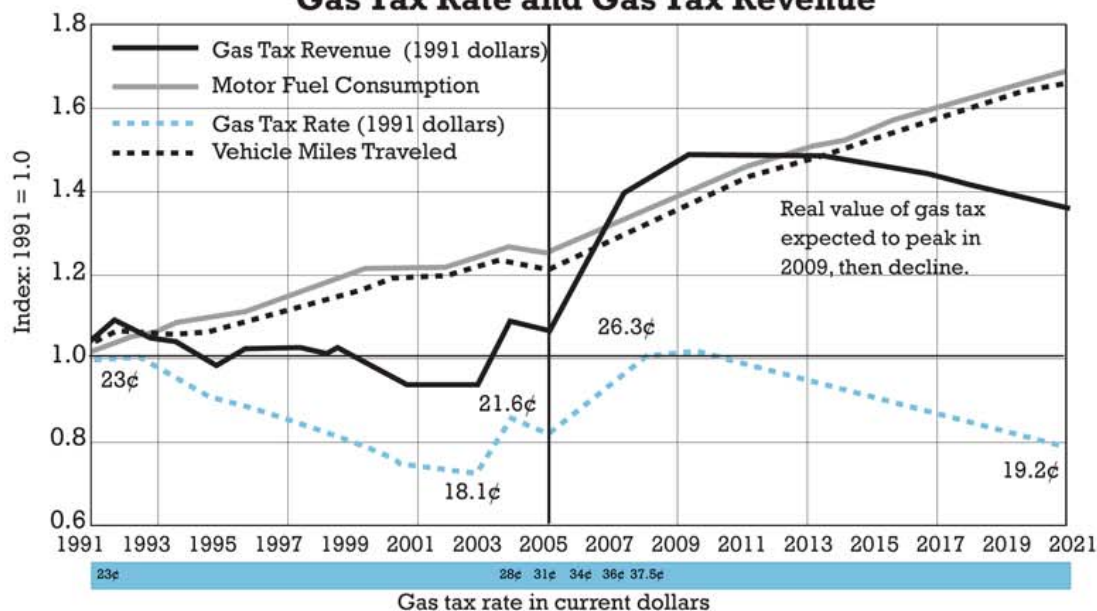


Washington State  
Transportation Commission

# Why Not Raise Taxes?

- Gas tax does not keep up with inflation and improved fuel economy.
- Closing the \$38.2 billion funding gap would require a gas tax increase of about 50 cents in 2009, with subsequent increases to track inflation. However, tolling alone will not eliminate the funding gap.
- People prefer a “user pays” scenario to a tax increase.
- People tell us tolls make sense for high-cost projects.
- Tolling can help optimize traffic flow, and potentially reduce future capacity expansion needs.

**Growth Comparison of Vehicle Miles Traveled, Motor Fuel Consumption, Gas Tax Rate and Gas Tax Revenue**



**It costs more to collect tolls than taxes, but over time taxes won't be able to provide the needed funds. Also, taxes can't address system efficiency objectives the way tolls do.**



Washington State  
Transportation Commission

# Comprehensive Tolling Study

## Next Steps

Project sponsors recommend  
and develop tolling proposals.



Commission develops detailed  
roadmap in consultation with  
interested agencies and  
elected officials.



Legislature takes action.

## Final Policy Recommendations

July 2006



★ We Are Here

Broad public outreach

## Draft Policy Recommendations



Illustrative Examples  
Analysis



Focus groups and  
public attitude surveys

Interim Report, including  
potential policy direction



Background Research  
on the toll industry  
and transportation in  
Washington



Stakeholder  
Interviews





Washington State  
Transportation Commission

# **This Ain't Your Grandfather's Toll Road**

## **What is modern tolling?**

- **Electronic toll collection opens new opportunities:**
  - No more stopping at toll booths
  - Pricing by time of day or congestion level to optimize the system
- **Electronic tolling offers:**
  - Increased reliability
  - Increased roadway and transit speeds
  - Moving more people and goods



Conceptual illustration—not to scale

In this portion of the presentation, two videos, representing electronic tolling and managed lanes were shown.



Washington State  
Transportation Commission

# Washington's History of Toll Bridges





# Washington's Tolling History: Building Bridges

Bridge	Tolling Period	Toll When first implemented	Toll Adjusted for Inflation to 2005 prices
Longview (SR 433)	1930-1965	\$2.00	\$23.74
Tacoma Narrows Bridge (SR 16) (First Bridge)	1940 (collapsed)	\$1.10	\$15.57
Lacey V. Murrow Memorial Bridge (1-90)	1940-1949	\$0.50	\$7.08
Agate Pass Toll Bridge (SR 305)	1950-1951	\$0.50	\$4.11
Tacoma Narrows Bridge (SR 16) (Second Bridge)	1950-1965	\$1.10	\$9.05
Fox Island Bridge (SR 303)	1954-1965	\$0.75	\$5.53
Port Washington Narrows Bridge (SR 303)	1958-1972	\$0.20	\$1.37
Spokane River Bridges (SR 2/SR 395)	1958-1990	\$0.40	\$2.74
Vancouver/Portland Bridge (1-5)	1960-1966	\$0.40	\$2.68
Hood Canal Bridge (SR 104) (First Bridge)	1961-1979	\$2.60	\$17.23
Biggs Rapids Bridge (US 97)	1962-1975	\$2.00	\$13.13
Evergreen Point Bridge (SR 520)	1963-1979	\$0.70	\$4.53
Vernita Toll Bridge (SR 24)	1965-1976	\$1.50	\$9.44
Hood Canal Bridge (SR 104) (Second Bridge)	1982-1985	\$5.00	\$10.27
Tacoma Narrows Bridge (SR 16) (Third Bridge)	2007-	\$3.00*	\$3.00

**In addition to these toll bridges, Washington has had tolls on its ferries  
since the early 1900s.**

\*Assumed, based on current finance plan. Toll rates will be set by Commission in 2007.





Washington State  
Transportation Commission

# Current Washington Toll Projects

(Revenue and System Efficiency)

## SR 167 HOT Lanes Pilot Project

This project will allow solo drivers to use the existing car-pool lane for a toll, when there is available space in the lane. By managing when and how solo drivers can use the HOT/toll lane, the lane will be used more efficiently and about 13% more people will move through the corridor using the existing lanes.

## Tacoma Narrows Bridge

In summer 2007 a new toll bridge on State Route 16 will open. Tolls will be collected with Good To Go! – Washington's new, convenient, electronic toll collection program that allows drivers to use the new bridge span without stopping.

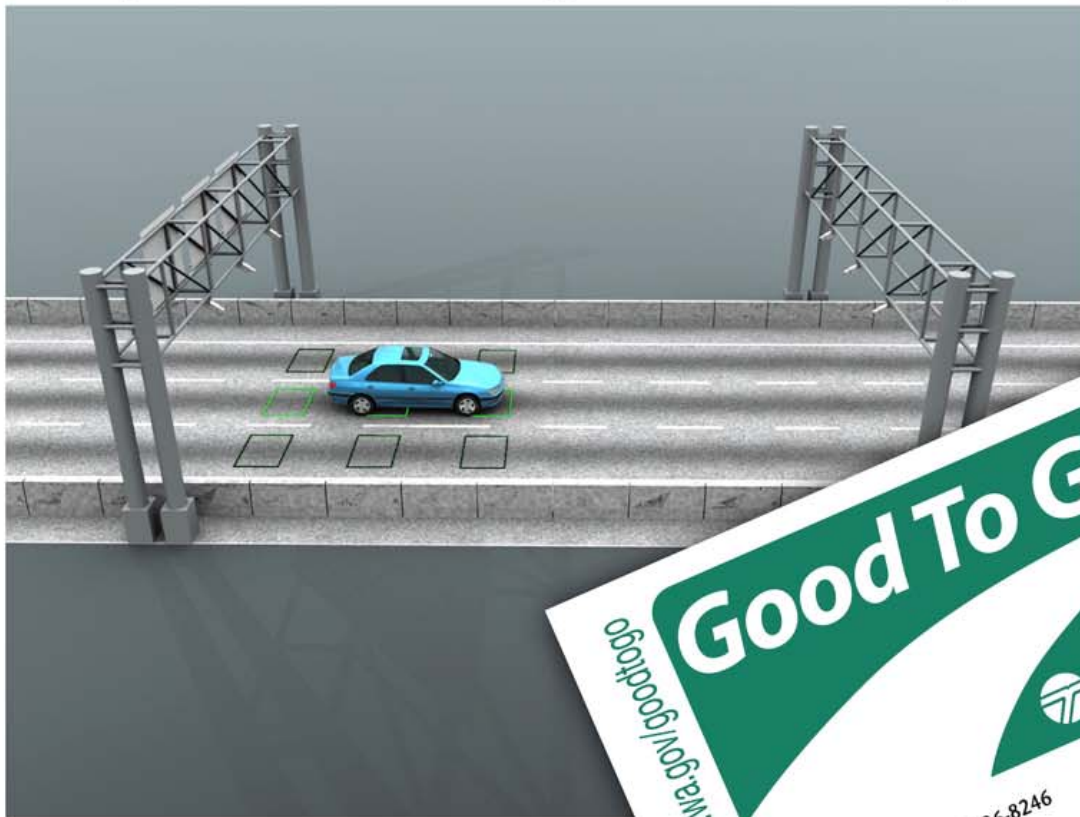




Washington State  
Transportation Commission

# ***Good To Go!*** **Washington's non-stop electronic toll collection system.**

- **Interoperability will allow drivers to use any toll facility in the State using the same transponder.**



# Tolling around North America

**Not every tolling application has been a success,  
but there have been many—we've looked at the  
good and the bad, and learned from them all.  
Here are a few examples.**

## **I-15—San Diego, California**

In San Diego, the existing eight-mile reversible carpool lane in the median of I-15 was opened up to single occupant vehicles willing to pay a toll in 1997. Carpoolers, motorcycles and transit riders continue to use these HOV lanes for free. The price changes dynamically to ensure that the express lane stays congestion-free, and some of the revenue is used to fund improved transit service in the corridor.

## **MnPASS—Minneapolis, Minnesota**

Since May 2005, Minneapolis drivers along I-394 have had a fast, reliable trip from the western suburbs into downtown Minneapolis by using an 11-mile conversion of an HOV lane to a HOT lane known as the MnPASS 394 Express Lanes.

## **91 Express Lanes—Orange County, California**

The 91 Express Lanes is a four-lane, 10-mile toll road built in the median of California's Riverside Freeway. The prices vary by time of day and day of week based on historical patterns, aimed at keeping the lanes free-flowing.

## **407 ETR—Toronto, Canada**

The 407 Express Toll Route (ETR) in Toronto, Canada, is the world's first all-electronic, open access toll highway. It is a 67-mile facility that allows traffic to bypass Highway 401, the main highway through Toronto.



States, provinces and commonwealths highlighted in yellow have toll facilities. (Does not include ferries.)





# Policy

## Recommendation #1

Washington should use tolling to encourage effective use of the transportation system and provide a supplementary source of transportation funding. That policy should evolve over time:

<b>Short Term</b> (within 10 years)	<ul style="list-style-type: none"><li>• Accelerate implementation of high-cost/high-need projects such as SR 520, Columbia River Crossing at Vancouver, and Snoqualmie Pass.</li><li>• Use price differentials as appropriate to make most effective use of the system.</li><li>• Convert HOV lanes to HOV/tolled express lanes to optimize performance and maintain free-flowing service for transit, vanpools and carpools.</li></ul>
<b>Medium Term</b> (within 20 years)	<p>Consider potential for building additional capacity as tolled express lanes through more extensive study of long-term costs and benefits.</p> <p>Consider broader use of tolling to optimize system performance.</p>
<b>Long Term</b> (beyond 20 years)	<p>Consider more extensive use of tolls as the ability to build more capacity is constrained, traditional revenue sources decline, and technology advances.</p>

# **Policy Recommendation #2**

**Tolling should be used when it can be demonstrated to:**

- Contribute to a significant portion of the cost of a project that cannot be funded solely with existing sources; and/or
- Optimize system performance, such as with an HOV/Tolled Express lane.

**Such tolling should in all cases:**

- Be fairly and equitably applied in the context of the statewide transportation system.
- Not have significant adverse impacts through diversion of traffic to other routes.

# **Policy Recommendation #3**

Toll revenue should be used only to improve, maintain or operate the transportation system.

# **Policy Recommendation #4**

Toll rates should be set to optimize system performance, recognizing necessary tradeoffs to generate revenue.



Washington State  
Transportation Commission

# **Policy Recommendation #5**

Since transportation infrastructure projects have costs and benefits that extend well beyond those paid for by initial construction funding, tolls should remain in place to fund additional capacity, capital rehabilitation, maintenance, operations, and to optimize performance of the system.





# **Policy Recommendation #6**

Following broad statutory direction, the Washington State Transportation Commission, as the currently designated State Tolling Authority, should develop policies and criteria for selecting the parts of the transportation system to be tolled; propose the study of potential toll facilities; recommend toll deployments to the Governor and Legislature; and set toll rates. The Authority should engage in robust and continuous coordination with state-authorized regional or multi-state entities that may propose toll facilities to the Authority.



Washington State  
Transportation Commission

# **Policy Recommendation #7**

The Washington State Department of Transportation should be responsible for planning, development, operations and administration of toll projects and toll operations within the State.



Washington State  
Transportation Commission

# **Policy Recommendation #8**

Toll systems in the State of Washington should be simple, unified, and interoperable, and avoid attended tollbooths wherever possible.

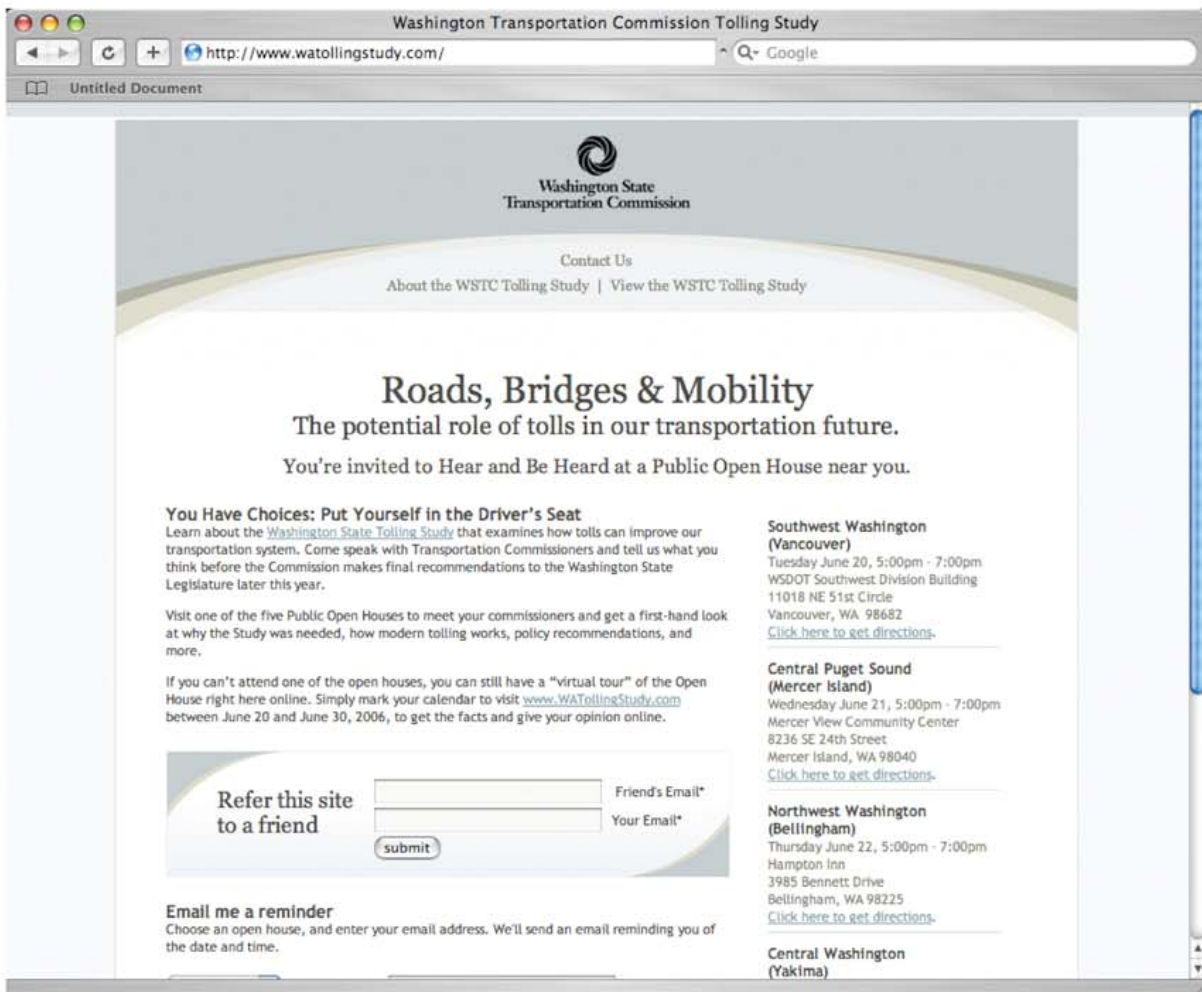
# **Policy Recommendation #9**

The setting of transportation priorities in the state should not be influenced by the potential availability of toll revenues.

# Be Heard Here!

**Now that you have learned about  
the results of the tolling study,  
tell us what you think.**

**Please fill out our survey.**



The screenshot shows a web browser window with the address bar displaying "http://www.watollingstudy.com/". The page content includes the Washington State Transportation Commission logo, a "Contact Us" link, and a section titled "Roads, Bridges & Mobility" with the subtitle "The potential role of tolls in our transportation future." Below this, it states "You're invited to Hear and Be Heard at a Public Open House near you." The page lists three public open houses: Southwest Washington (Vancouver) on Tuesday June 20, Central Puget Sound (Mercer Island) on Wednesday June 21, and Northwest Washington (Bellingham) on Thursday June 22. Each listing includes the date, time, location, and a link to get directions. There is also a section for "Central Washington (Yakima)". At the bottom of the page, there is a "Refer this site to a friend" form with fields for "Friend's Email\*" and "Your Email\*", a "submit" button, and an "Email me a reminder" section with a text area for choosing an open house and an email address, and a "submit" button.

Washington Transportation Commission Tolling Study

http://www.watollingstudy.com/

Washington State  
Transportation Commission

Contact Us

About the WSTC Tolling Study | View the WSTC Tolling Study

## Roads, Bridges & Mobility

The potential role of tolls in our transportation future.

You're invited to Hear and Be Heard at a Public Open House near you.

**You Have Choices: Put Yourself in the Driver's Seat**  
Learn about the [Washington State Tolling Study](#) that examines how tolls can improve our transportation system. Come speak with Transportation Commissioners and tell us what you think before the Commission makes final recommendations to the Washington State Legislature later this year.

Visit one of the five Public Open Houses to meet your commissioners and get a first-hand look at why the Study was needed, how modern tolling works, policy recommendations, and more.

If you can't attend one of the open houses, you can still have a "virtual tour" of the Open House right here online. Simply mark your calendar to visit [www.WATollingStudy.com](#) between June 20 and June 30, 2006, to get the facts and give your opinion online.

**Southwest Washington (Vancouver)**  
Tuesday June 20, 5:00pm - 7:00pm  
WSDOT Southwest Division Building  
11018 NE 51st Circle  
Vancouver, WA 98682  
[Click here to get directions.](#)

**Central Puget Sound (Mercer Island)**  
Wednesday June 21, 5:00pm - 7:00pm  
Mercer View Community Center  
8236 SE 24th Street  
Mercer Island, WA 98040  
[Click here to get directions.](#)

**Northwest Washington (Bellingham)**  
Thursday June 22, 5:00pm - 7:00pm  
Hampton Inn  
3985 Bennett Drive  
Bellingham, WA 98225  
[Click here to get directions.](#)

**Central Washington (Yakima)**

Refer this site to a friend

Friend's Email\*

Your Email\*

**Email me a reminder**  
Choose an open house, and enter your email address. We'll send an email reminding you of the date and time.

**www.wstc.wa.gov**

## Appendix B

### Verbatim Public Comments

## General Public Comments

I just discovered that a study on an I-90 toll is in the works, and that WSDOT was seeking opinions of residents. I live in Kirkland. Here's my opinion: We just approved a huge increase in the gas tax to improve the roads. This comes on top of a huge increase in gas prices. We've been gouged enough for now; thank you - a toll would be insult on top of injury.

I cannot attend the special meeting on tolling, since I will be out of the country at that time. However, I want to make a short comment: my concerns are that 1) a tolling system will be used which will allow WSDOT (and the federal government) to track the location of vehicles. In this country, we should have the right to travel without our government knowing where we are at all times. If the Feds desire to use your tolling system for such purposes, you will have no grounds to deny the feds access. This issue of privacy and freedom to travel has already been raised several times at bar association meetings I've attended on Transportation issues. 2) will tolling requirements have an adverse impact upon the poor? Will tolls prevent the poor from using the same roads as others? Or, conversely, will tolls allow the wealthy to use the state's roadways (resources) more than those who are less wealthy? If so, this simply isn't fair. 3) will tolls be used as the mechanism to force the viaduct tunnel upon us--to fill the funding gap for the tunnel that Nickels wants so much? The majority of citizens oppose replacing the viaduct with a tunnel; yet, this majority does not seem to be heard by the decision-makers. Will tolling be used as a path around the public will? Thanks!

I strongly DISAGREE with tolling, especially on I-90 Snoqualmie pass. I travel from east to west to support my developmentally disabled daughter (doctor visits, activities, home visits) and think that it would amount to punishment to the disabled to make me pay even more in toll than gas is already costing me. Also, many commuters who can't afford to live in the high housing areas of King county would be forced to fork over more money to work where they can't afford to live. And not to mention the costs of goods being inflated by the toll to truckers. And also the cost of services being inflated by the toll on business owners traveling to get supplies or perform services. Where does all the money go that is already being raised for road construction? Who is monitoring the quality of the work being performed? There are many people and businesses that benefit from travelers going back and forth; why don't those people have to pay their share as well as the actual travelers? Tolls are just another tax, and I think the public should be able to decide via a vote.

Putting toll booths on public highways and bridges is nothing more than to steal more money from hard working Americans trying to make a living. I have lived in Washington all my life and the one thing I have noticed more than anything else is how greedy the government is. You try everything you can to take from the hard working people in the state. If I or anyone else in the state tried doing what you do we would be in prison for the rest of our lives for extortion. But sense you liberal California loving people want to take our money from us so we can not live the American lifestyle but a lifestyle that you wish to force us to. To control every part of our life and if there is something that is not taxed you find away to tax it. If it happens to be a golden horse say like the cigarettes you will tax it until no-one can afford something that is legal. Now you wish to put toll booths up on something that the tax payers in this state have paid for many times over to tell us that it will be used for repairs. Has the concept of living within your means have any meaning to the Washington government or is the mentality of the state employees is that the people will pay for it. They won't mind paying a few cents more a day to use the bridge or part of a road that has already been paid for many times over and over. If I remember right the toll booths on 167 were taken off in the late 60's or early 70's because the bridge had been paid for and you tried once before to put the toll booths back on

to be told that you could not. What happened sense then. Oh wait we have a liberal government now and they think they can do what ever the hell they want to. Well I will tell you this, the people of this great state are fed up with the way you do business and find ways to tax the great people of this state. We work hard for our money and it's about time you stayed out of our pockets and thought about the ones who pay your salaries. This has to come to an end and if you don't then the people of this state will. It is time someone from the private sector looked at the books and budget of this great state to find out where all the stolen money has gone. We see a lot of money taken out of our pockets and getting nothing in return except things that were voted down but when has our votes counted. Has the concept of taxation without representation. You need to think about it. Yes you will say that those who do not wish to pay the toll do not need to use them. But knowing this state you will put then where people need the road or bridge to go to and from work and then tell us that it is there decision to use it. That is BULL and you know it. When will you leave the people of this state alone so we can live our lives with out worrying how much you are going to steal from us or how we are going to pay the fees, tolls and new taxes that you put on us?

Your grand idea of placing a TOLL on the use of I-90 Snoqualmie Pass is beyond unconscionable for many reasons. Having been born in this state and paid gas tax for over 40 years, I find the idea totally unacceptable. Go place it on a new 520 bridge, but the "life blood" of this state is Snoqualmie Pass....maybe the Commission and Doug McDonald might try and get some economy of scale into what the hell you people are doing!

Dear WSTC. I like you ideas about I 90 but I don't think making it a toll road would be good. We here in Washington have the highest fuel tax in the state for our rodes and we pay taxes thru our property taxes. WE PAY ENOUGH get the job done with the money you take from us and no more. Thank you

I was out of town and unable to attend the recent informational meeting in Vancouver. If the Columbian report was correct, one option is to allow SOV's to use HOV lanes by paying a "toll". If this is true, I wish to oppose such a proposal. We need to change our paradigm of one-car-one-occupant and this would just perpetuate that attitude. This attitude has occured over many decades and will not change overnight. To me, this is "bribe WSDOT" and you can cheat and use the HOV lane. I was disappointed when the HOV lane in Vancouver was removed from I-5. On your web site, the short term goal of "conversion to HOV/tolled express" appears to be that related goal. If there is additional information on this issue, I would appreciate knowing how to access it. Thank you

I do NOT agree with tolling on Snoqualmie pass I 90 . You have continuously stated that more State gas Tax will fix most problems , but now , after hitting us with one of the Nations highest State gas tax , you always want more . We need a lot less useless studies and more actual construction for our \$\$ . D.O.T has way too many management people in offices that need to be either be working in the field or fired . The reopening of the Stampede RR line has done nothing to remove the thousands of trucks off I 90 either .Not happy !

I think the toll is a great idea! I would not be opposed to increasing it slightly if we could pay it off faster that way.

Regarding Tolls: I attended an open house regarding tolls, on Mercer Island a couple of weeks ago. This is the first opportunity that I have had to respond and these are my feelings. 1. We would not be in this predicament if it had not be for Tim Eyman and his outrageous duping of the people to get the car tabs lowered. We needed the money and the state will have to get it to maintain the roads, one way or another. The car tab way, those who could afford it, paid for it. Tolls are very hard on lower income travelers. 2.



Living on Mercer Island and working as a clinic nurse at a Medical Center in Seattle, forces me to take I-90 west every morning and east every evening. Without the HOV lanes for us and high occupant users of the bridge, the congestion would be HUGE! I have experienced this when the HOV lanes were closed for problems. The HOV lanes need to stay!( I have lived on the island since the mid 1980s and suffered the dirt, noise, confusion, loss windshields and of a few of our businesses for this bridge.) 3. I would take the bus if there were a better afternoon/evening schedule for the 205 metro bus. This is a great bus and delivers me a block from my office door and 4 blocks from my home. 4. People like myself, who are unable to walk long distances, due to medical issues, but work full time, need reasonable options for getting to work in a safe, timely and reasonably priced fashion. If there were tolls on I-90, it would be economically burdensome. Thank-you for considering my opinions.

I believe that tolls are an inappropriate way to generate funding. This practice restricts the freedom of movement which is what America is all about. This favors people with money and discriminates against those who do not. It slows traffic flow and creates unlimited fees against the people. We voted for the gas tax, tolls are not an option. I suggest taking away the federal tax subsidies from the oil companies and paying for the roads that way. They are the biggest recipients of our road systems, yet pay nothing. They reap tremendous profit and manipulate prices without helping. The toll prices suggested are way too high. At least make it reasonable, everyone does not have the money you are suggesting, small businesses will be crippled and other businesses will raise prices to compensate, leading to inflation. Tolls are not the answer, please find other solutions. I along with family and friends will vote or support any opposition to tolls.

We had several criteria when we went looking for a place to retire eight years ago. One of my highest was not to live where essential roads were toll roads, which instantly excluded the Northeast. When we visited the Northeast one year that really annoyed me, so I am about as toll opposed as they come. The only toll road I would endorse is one limited to and required for use by commercial traffic, such as the ports. I wonder where you could even afford to put toll booths. You would practically have to use photo vehicle ID to automatically ticket each violator, which would be impractical outside of rush hour only tolls. Any automatic electronic tolls are also subject to hacking for free travel. You would need more officers for enforcement as well, since currently I have yet to see a single car pulled over and ticketed for having polarized covers over the license plate to avoid photo radar tickets.

I didn't object to the tolls for ferry travel simply because everyone knows the exceptional costs of operating ferries, and people who need them chose to live where they knew they would have to use them. You aren't paying for a ferry per se but for the cost of operations including huge amounts of fuel annually. Likewise you don't have to pay a toll to get to the Olympic Peninsula, but you can choose to. What you are proposing is to take existing toll free roads and to make them toll roads. I would sooner see them torn down entirely.

Because we live near the river it is also not unusual for us to cross the river on I-205 to get the closest of any kind of store. We thoroughly avoid the bridges (or for that matter Portland) proximate to rush hour. Charging us a toll to support traffic by daily commuters who should be seeking homes close to their jobs doesn't sit well with me. Practically speaking it means that each trip to Portland would have to be judged on its economic merits and when ultimately heading East on I-84 we would instead likely take the scenic route on the Washington side to the Bridge of the Gods to cross.

A new bridge ultimately doesn't solve any problems either. I have tried in the past to come back from a trip south of Portland to Vancouver during rush hour. I have also traveled much of the United States and the Western U. S. especially. With the exception of I-205, which only has a bottleneck when it narrows to two lanes, the I-5 design is fundamentally flawed, especially compared to what a Colorado Highway



engineer would design. There is actually only one true, totally continuous lane you can stay in all the way through the city. The minimum in the rest of the West I have seen is two true, totally continuous lanes. A bridge won't solve Portland's design problems. It never narrows down below two in any place but they wrong lanes merge among other problems. The only efficient way to get around Portland is by light rail and bus. I would support a tax increase to connect Portland's light rail to a park and ride on our Vancouver side of the river, but not necessarily within Vancouver itself. That could easily be done without nearly the expense of a bigger bridge, etc.

Tolls would adversely impact the willingness of Oregon residents to shop at stores in Vancouver forcing more of our residents to see employment in Portland and adding to toll bridge traffic or depressing home prices and property taxes. They don't have to pay sales tax here with an Oregon ID. That was done to make our retail outlets more competitive. If you insert a toll our retail becomes less attractive to Oregonians. It is even possible that tolls could cause a net loss in local tax revenue.

When you talk about the high cost of the bridge replacement I don't even blink an eye. Look at what Colorado spent to build the Eisenhower Tunnels. It took the lion's share of the state's gas tax revenue for the years of construction, even with high federal match. The Eisenhower Tunnels are still free roads access even though there is a free road over Loveland Pass that is only 9 miles longer. What the state achieved was an increase in safety and reduction in air pollution. The same could be said of any project on I-5. Bumper to bumper traffic puts a lot of air pollution out, and a bigger bridge will just wind up making rush hour congestion even worse in Portland, further slowing traffic.

I am a tax paying citizen who resides in the State of Washington, but works in the State of Oregon. I am already taxed by Oregon without representation and I feel that this is just another way that my hard earned money is mis-managed by government entities. Money that is taken away from myself and my family to fix problems that the government should have been on top of all along. Did the Dept of Transportation just wake up one morning and realize that there were transportation issues? Just like when they had the big idea to impose the I5 southbound HOV lane to Portland. It actually made the commute worse! Can you imagine the traffic nightmares that will be caused by a toll bridge? Why don't we apply the Oregon State income taxes paid by Washitonians to improve the roads and bridges?

if your going to put a toll in place dont do what indiana did keep the money in washington charge the 4 wheelers the same as the trucks if not ill find a way around your toll to not have to pay a toll

I reviewed the information provided through a link in an e-mail I received concerning tolling. I certainly don't know a lot about the details of the whole tolling concept but from the information provided, it seems like something that would be helpful from a revenue standpoint and from a transportation performance perspective. I do worry that other roadways/routes might be impacted though, from people trying to avoid the tolls, even though the study information said that would not happen.

I'm not sure if tolls would encourage more people to take mass transit, but that is what I would like to see. Anything to help get more people out of individual cars would be a great idea! What will happen regarding tolls and buses (or other mass transit)? Will fares go up to cover the cost of tolls - say for example if tolls were implemented on I-90 or 520 into Seattle and back to the eastside?

I feel very strongly that the use of this state's gas tax by a variety of unrelated services as if it is for "General Fund" usage is the major source of a shortcoming of funds for highway construction and maintenance in this state. Mass transit, public transit, and social programs can no longer be aloud to drain

funds from this revenue source. Tolling is defined as a "user Tax". If cities and counties want mass transit or public transit, a user tax should be submitted to the public to support such concerns.

As far as social programs utilizing these funds that is totally in error. If it is necessary to support these essential social programs at a higher level, then submit to the public for an increase in the Sales Tax.

There are very few people I have spoken to who commute or use the highways of this state daily, who do not support the necessary Gas Tax to improve and maintain the highways, but they do not support the use of the funds for the areas I have mentioned. If your purpose in implementing this state tolling program is to hear from the people, you are going to hear in a very loud and clear manner in the form of an initiative to ban all tolls and create a dedicated fund from gas tax.

Many of us have retired in Eastern Washington because King County and Olympia have never seen a tax they didn't love. We still just paid 9.5 cents a gallon in new taxes and you want me to pay \$8 to go see my grandkids and kids who live on the west side. If you charge a toll, you will drop the Cascade curtain down solid. With all of the money over the last several years paid you have never fixed a simple paving job over the big cracks in I-90 near Price Creek. Now you will spend a fortune on bridges to move I-90 away from the rocks. All goods and workers flowing from Eastern Washington - Ag products, thousands who commute, painters, gardeners, construction crews who can't afford to live in Seattle will go up in cost. I and my family will fight the I-90 toll through our Representatives and petitions. We vote. Dick Ford may think he is above the wrath of the taxpayer but we will find a way to end the toll.

I HATE toll roads! Part of the reason I don't live back East is because I hate them. And now you're talking about them here? Why not raise the car registration fee? I don't mind paying the money for new roads, but having to find change or get some sort of card just to drive on roads -- and INTERSTATES!!! -- is too much of an inconvenience and will annoy me every single time I take a trip versus once a year. I have happily voted yes for every road tax put before the voters. Do this, however, and I will start voting no on every single one in protest. Snoqualmie Pass is used by WSU, EWU and CWU students not to mention several others. I haven't been in college for years, but requiring college students to pay \$4 just to drive to college seems a bit extreme. Also, it would be nice to provide an actual address in case people want to provide real written comments on this instead of just an e-mail. Nice public access.

This is the most horrible idea I could imagine. I moved to eastern Washington because I could drive easily on I-90 without traffic or your proposed pay toll. As if our gas taxes and license fees are not enough, let's punish the people who live in eastern WA more. Our roads are horrible over on the east side of the state as it is, most all of the road (tax) money is used on the Westside anyway, now make us pay to drive on the only viable route to Seattle. This is unfair and I'm sure all the "Westside Weekend Warriors" who migrate over I-90 don't mind the toll at all but poor folk from the eastside will really be punished.

Get real, you cannot toll the eastsiders for working in downtown Seattle (north or south). That leaves no penalty for the west side. Toll the Alaskan Via Duct, I for one am not going to let this happen.

Why is there not a place near Tacoma to have a talk about tolls? Scared to many pissed off folks from Gig Harbor will come chew your ass? And why not on a weekend when more folks could show up? It's a scam not to make it easier for us to show up.

Tolling is an extremely inefficient way to collect taxes because of the incremental infrastructure required to collect the new tax (e.g., toll booths, electronic readers, user education, employees, pensions, health benefits, enforcement, etc.). These incremental costs reduce the overall effectiveness of the tax because the government has less money to spend on the "good" it is seeking to accomplish with the tax money.

raised. Why can't Washington use existing tax-collection infrastructure such as property taxes to raise the money it needs? It seems like a much more efficient way to collect taxes than to create a brand new toll-collection infrastructure (not to mention the increase in traffic congestion that collecting tolls inevitably will cause). (I would say increase income taxes, but that would also require incremental tax-collecting infrastructure. Our sales taxes are already among the highest in the nation, so I wouldn't raise those. The same is true with our gas prices relative to other states – quite high. Plus, our property values have increased in value at a double digit rate for the last several years, and all the infrastructure is already in place to collect property taxes, so it seems like property taxes is the most efficient way to increase taxes.) Also, your study seems to ignore all the bad case studies of tolls – like Chicago. You should also look at the bad toll projects – of which there are many.

I've never understood why Washington has devotes 33%+ of its transportation infrastructure to the 1% of the population who uses HOV lanes. It seems like the users vote loud and clear with their actions by severely underutilizing these transportation options. HOV lanes are so bad for the environment and society. By making 99% of the population sit in traffic twice as long while 1% of the population uses the HOV lanes (and sometimes it's a big truck that gets 10 mpg with 2 people in it verses a small car that gets 30 mpg with 1 person in it --which scenario is better for the environment and yet which scenario is the government encouraging?), you're doing far more damage to the environment than if you just let everyone use all the lanes. I view this latest tolling initiative as another way to "convince" people to modify behavior, and these types of initiatives have a very high risk of failure. For example, if a business operated like this (instead of doing things that their customers wanted), businesses would go out of business. Washington should instead be trying to make the most with what it has to work with that will result in the greatest amount of "good" for the greatest number of citizens – namely use existing property tax collection infrastructure to raise required funding for efficiency, and opening HOV lanes to all users to maximize throughput which will dramatically improve the environment by reducing the amount of time the overwhelming majority of users have their engines running. Right now the HOV solution is clearly broken. I'm not sure if it ever worked in terms of the cost per user metric, but any trip during the extremely long rush hours in the Puget Sound today proves that the current system is broken. I don't want to see the government add incremental tax-collection infrastructure when other forms of tax collection options exist today. And I don't want to see the government try to add additional complexity to the broken HOV process to try to get more people to use that extremely expensive and underutilized transportation option which does extremely bad things for the environment by making the majority of the population wait in traffic twice as long.

## Responses to Survey Distributed at Open Houses, Roundtables, and the Virtual Open House

### Question 1.) Washington should use tolling to encourage effective use of the transportation system.

There is a fundamental difference between funding a specific new (e.g. bridge) project partially with tolls (okay) and providing the well-to-do with private express, HOT lanes (very not okay) on existing roads.

Who will stand up and make a commitment that tolls will solve real problems?

I think an additional benefit of tolls may be to encourage more use of public transportation. I will support tolls to help fund public transit, as well, after the other costs are met. But that may not be politically feasible.

60K people work in Oregon & pay 9% taxes-that and tolls is unfair.

To use toll initially to pay for a project at a higher rate to pay for project and then reduce it and make the cost less dramatic to pay for maintenance of the project. I think a lot more people would accept it.

Tolling is just a bad idea. Learn to prioritize your spending!

Not supportive of tolling as a management tool.

All transportation-Not roads only.

I can only see it in certain areas

Gas tax was supposed to eliminate toll booths in the 70's

Gas tax increases won't keep up with needs.

Need a hierarchy of funding, including tolling, local option revenues and a state (national). VMT-based revenue generation to replace (over time) the gas tax.

Tolling should be used cautiously to avoid penalizing low income people. Tolling revenue should not be used to fund other forms of transportation such as transit.

Extreme care should be exercised in siting-Commercial routes, low volume use and consideration of adding to the congestion problem should be major consideration

### Question 2.) Washington should use tolling to provide a supplementary source of transportation funding.

Tolls system wide should eventually be the major source of funds.

I would be more supportive if money in gas taxes weren't subsidizing a waterfront park in downtown Seattle (a.k.a. the viaduct tunnel).

Tolling should not be used to fund general transportation needs.

In a limited amount.

Ferries are the greatest on going and highest cost which the only one on this side of the Cascades is Ferry County

**Question 3.) Tolling should be used when it can be demonstrated to contribute to a significant portion of the cost of a project that cannot be funded solely with existing sources.**

Not when there are no alternative transit/HOT systems.

Provided that the project being funded offers additional capacity to the payer. (e.g., we must have additional GP Cap)

Yes!

Prove your point or make it clear to public why.

Should be less criticize

**Question 4.) Tolling should be used when it can be demonstrated to optimize system performance, such as with an HOV/Tolled Express Lane.**

Conversion of HOV to HOT lanes is a good idea to increase use. But keep free for carpools.

Build toll roads-not just HOV lanes.

Sounds like a good idea, show me more.

This is tough to control

**Question 5.) Tolling should be fairly and equitably applied in the context of the statewide transportation system.**

Primarily in urban centers where alternative transit/HOV programs are available

Key word: Must eventually be systemwide, also avoid piece meal application. I90 & 520 must both be tolled.

Should go into reserve fund for new capacity for toll payer only.

Sure, whatever that means?

Sounds good. Depends on how you implement it. What will tolls on 520 do to I90 traffic-very important.

Allow for regional idiosyncrasies

Vehicles which are the biggest and heaviest or cause the most damage & wear on the roads should pay the highest tolls. Motorcycles should pay the least with vehicle appropriately for size and weight.

Can we afford it, and what's the benefits.

Should be used for specific locations.

**6.) Tolling should not have significant adverse impacts through diversion of traffic to other routes.**  
But it is inevitable that it will (e.g. Ferry vs. TAC Narrows Bridge)

User fees is a good idea.

No "squeeze the balloon" effect.

That's what tolling does.

Other routes may not be constructed to handle the traffic.

Free alternative routes should be available (reasonable alternatives

**Question 7.) Toll revenue should be used only to improve, maintain or operate the transportation system.**

Define the transportation system to include transit/HOV

This is a bit confusing-Is the proposal for toll revenues to be used for the entire transportation system or are toll revenues to remain tied to maintain or operate the system the toll is tied to.

General fun NOT-Obviously

Transportation System broadly interpreted to mean any made thing that rolls on the ground or floats?

Construct tool!

Use only for the specific tolled project

Some diversion is a necessary result of tolling; short trips shouldn't be these any way. Including transit and parallel routes and enforcement.

Time!

Including public transit

Improvements only.

would create too many hands reaching for the revenue.

What does system mean?

**Question 8.) Toll rates should be set to optimize system performance, recognizing necessary tradeoffs to generate revenue.**

This response has to do with HOT lanes only-Not Bridge tolls

Goal should be to minimize required amounts for new lanes. Optimize use of existing system and promote transit, car-pooling and reduce SUV travel.

Is really different for HOT vs. new capacity roadways.

Concerned about over flow to other streets.

This makes sense and should be tried.

Depends on the area being tolled.

Plan for the future, far in the future.

The public needs to clearly understand what time period the state is proposing along with dollar amount total as time goes by. Put up readers board or have a website showing the cost including maintenance.

This is the point I find hardest to agree with. Would much rather see higher gas taxes.

You will always want more. There is never enough. There are no bottoms to your pockets.

Needs to be affordable. Wages have not kept up with inflation.

This implies too much latitude. Rates must be predictable.

**Question 9.) Since transportation infrastructure projects have costs and benefits that extend well beyond those paid for by initial construction funding, tolls should remain in place to fund additional capacity, capital rehabilitation, maintenance, operations, and to optimize performance of the system.**

Manage the system particularly at the peak hours

Toll collection should be used on that particular highway only-not on other highways or other things.

How is the "transportation system" defined? Roadway/highways?

When the bonds are paid the toll goes off. Other funding should be authorized separately and not be a "pot of gold" for the "transportation-contractor complex".

Only if broadly applied to many parts of overall system.

Tolls should be removed when the project is paid off. WA state should then take over maintenance.

Tolls seem to be standard & accepted in other parts of the country-it's time for WA to get with it. I would also support tolls on any new roads, not just bridges.

Sounds ok-But make sure we stick to #7 above.

Tolling of public transportation systems that have already been paid for by taxes, tolls, etc. should not be subsidized to tolls again to compensate for the inefficiency of our transportation system to get things done in a timely manner.

This is good in principle but will make it politically difficult.

Tolls should continue on all projects with out consideration of "paid off" status.

Tolling in Vancouver to fund projects elsewhere constitutes a tax!

The public needs to clearly understand what time period the state is proposing along with dollar amount total as time goes by. Put up readers board or have a website showing the cost including maintenance.

This is the point I find hardest to agree with. Would much rather see higher gas taxes.

The RCW should be updated to include tunnels as well as bridges and interstates and after a project is paid for, a small toll should be kept to pay for maintenance, insurance, and repairs.  
And to pay off the border prior to road closures requiring repair.

Additional capacity only

Gas Tax to increase should be strongly considered.

Continuing the tolling on an indefinite basis should be avoided.

**Question 10.) Following broad statutory direction, the Washington State WSTC, as the currently designated State Tolling Authority, should develop policies and criteria for selecting the parts of the transportation system to be tolled; propose the study of potential toll facilities; recommend toll deployments to the Governor and Legislature; and continuous coordination with state-authorized regional or multi-state entities that may propose toll facilities to the Authority.**

A private sponsorship of state toll roads is being done elsewhere in the US, Canada and the rest of the world. The WSOOT Commission needs to represent the major metro regions in order to assume this role.

The state exercises too much power over regional authorities. Typically, screwing Seattle in favor of influential "burbs".

Must avoid the Eyman syndrome of citizens voting on any of everything

Don't put too many road blocks to allowing local/regional tolling



Roads, bridges, expressways, ferries are all part of Washington transportation structure and cost real money to build and maintain. Tolls are an inevitable and realistic way to pay for them. We need to pay for the costs of living.

WSTC needs to assume full responsibility that a project once completed, will automatically improve that roadways performance.

Local inspection toll amounts.

An organization should be set up (under the commission) to manage the tolling-possibly WASPOT personnel.

I would sooner see a better taxing system in WA state but the public needs to be encouraged to become better educated on what is happening first. They need to learn what works and what doesn't.

You want the tax payer to pay huge amounts to help primarily 5 hours of rush traffic a day. We don't need that kind of a system. You want a Taj Mahal when a 5 bedroom house is enough?

**Question 11.) The Washington State Department of Transportation should be responsible for planning, development, operations and administration for toll projects and toll operations within the state.**

May have to consider the need to share this responsibility with an RTID or other future Reg. Transp. Authority

How would the two work together?

There is no less competent government agency then WSDOS. But certainly who else would be responsible for administering state roads.

Allow partnerships with counties etc.

With local and regional output and with contracting to private sector.

This may be obvious, but partnership with local agencies in which a project may occur, is a critical need.

**Question 12.) Toll systems in the State of Washington should be simple unified, and interoperable, and avoid attended tollbooths wherever possible.**

Build networks not single roads

Mother and apple pie-duh! But no electronic -toll only locs.

Good selling point

Your plan not to use toll booths on SR 520 is a radical proposal that will never work.

**Question 13.) Please use this window to tell us what advice you would give us about tolling in Washington State.**

**NO TOLLS! USE THE GAS TAX!**

It's the most equitable tax their is - "Use Tax". These questions are some of the most "skewed" surveys questions I've ever seen! Statistically - they won't provide a "fair, representative sample"!!!!

Tolls are fine as a funding source. HOP lane concept is just wrong - paying to get selective access to public resources is not right.

Tolling outside of bridges amounts to nothing but being taxed double for the same road system. If you are going to collect tolls then do not collect road taxes.

All of these surveys are VERY biased towards tolls, as if it is a fore gone conclusion. The gas tax should be used for multi purpose roads only. The general fund can subsidize public transportation on a merit basis. Tolls restrict commerce.

If the DOT would use our tax dollars wisely, tolling would not be necessary

Tolling is an inefficient way to collect taxes because of the incremental infrastructure required to collect the tax (e.g., toll booths, readers, user education, employees, pensions, health benefits, enforcement, etc.). Use property taxes instead.

Tolling is a bad idea. Current tax levels already exceed \$ necessary for transportation if it is managed properly without pork and without consultants and excessive studies. Delete excess management staff and fund transportation.

I am vehemently opposed to tolling!!

I'm not sure I like the fact that you can change the toll rates whenever you want, tolls should be used to maintain that road and not other projects throughout the state. Whatever road is being worked on should have their own tolls

the fact that you think you shouldn't put tolls on the Alaskan way viaduct is dumb. why should the people who use it not pay for it? i am being forced to pay for the narrows bridge which we (the voters) did not want. how bullshit is that? get a clue.

Snoqualmie Pass should not be considered a tolling point. Many people use the pass many times a year and it would be an unfair toll on a few people to pay for larger projects. The tolls should be applied to the specific major highway it will improve.

Tolling in Washington State is absolutely unacceptable. I in no way endorse any statewide or region wide tolling places, since they only serve to divert traffic to areas where there are no tolls. The poorer among us shouldn't be penalized.

You people are already awash in money with buckets more already in the pipeline. Stop throwing it away and make do with the current billions. I just know you can do it. No tolls. No more taxes.

DOT gerrymandered 2nd Tacoma Narrows Bridge ballot in violation of State Law. 83% of the Gig Harbor/Peninsula residents voted AGAINST 2nd bridge & tolls, but DOT forced 1 BILLION+ in debt on us in violation of State Law. NO TOLLS! DOT lies!

WA must quit building simply roads and get its mass transportation act together. Communities must be planned in conjunction to optimize mass transport use. Alaskan way should be tolled as like everyone else.

Tolls should be primarily implemented to encourage HOV commuting and manage congestion, particularly on the 520 bridge. Vehicles with 2+ people should always be free at all tolls. When there is minimal congestion, tolls should be eliminated.

Tolling is an added burden to already overtaxed consumers. In SW WA we have already paid for the Interstate Bridge with tolls. We shouldn't have to pay a second time. Tolls will only add to the congestion.

Lose the toll notion. The public has long memories of past tolls and want no part of it. Use existing budgets within the state to prioritize and spend responsibly

Tolls are simply not necessary in this state which collects one of the highest gas taxes in the nation. Only use gas taxes for highway construction and improvement

There should be NO TOLLS. Toll systems are not proven in any way shape or form to alleviate traffic congestion. This is nothing more than a money grab to feed our greedy, broken state government.

Tolling is just a baby step toward a more comprehensive utility-like approach to transportation financing. It's a baby step that has to be taken. As technology continues to evolve, the primitive methods (gas tax) we use today will have to be phased out.

Do not create tolls on roads which are already paid for! Our taxes are supposed to go to keep our road systems safe and operable. Only new roads should have tolls and the tolls should disappear when the road is paid for.

All of WA benefits from our transportation system even if we do not drive a given road personally. Our goods and services travel them and as such the cost should be shared by all in the state.

Do not permit the wealthy to be able to "Buy" privileges - why should a solo driver be able to use the carpool lane because they can afford to pay more? This is a democracy and we should all be equal! How about light rail -give commuters a real alternative

On highways, tolls should be uniformly applied to all traffic. Wash state's policies on HOV lanes are largely inappropriate (compared to East Coast states).

Why toll I-90 Snoqualmie pass when there is already a disconnect between Eastern and Western Washington. I understand the tolling of the via duct since most people don't want it and don't want to pay for it unless they use it directly and daily

I HATE tolls and DO NOT want to see them on any roads, let alone major interstates like I-90. Enact this and I will vote down every transportation tax increase put before the voters in protest (something I've always supported in the past).

WA has the second highest gas tax in the nation, and in the top 5 total taxation rates in the nation. And our state Government "needs" yet more? If the State we to stop things like funding union personnel during contract talks they could pay for roads!!!

Reduced tolls for mass transit/carpooling should be included. Tolls should be equitably distributed, esp. when a high ticket item is required. Most will accept paying a toll if other large projects have a toll too (ie. Narrow bridge vs 520 bridge)

If we build the Alaskan way tunnel it to should have a toll, If people want to drive around and sit in traffic so be it. We could have automatic collectors as they have in other states that collect change maybe 1.00 dollar would work

When tolls were placed on the Narrows Bridge, we were promised that other projects would receive the same treatment. Now the 520 Bridge and the Viaduct may be reconstructed without tolls. When did the State Capital move from Olympia to King County?

I hope the Good to Go system will work on ferry routes as well. The toll booth system is really antiquated. If tolling can help reduce congestion, that is a much more reasonable approach than attempting to build more lanes/highways.

hope the Good to Go system will work on ferry routes as well. The toll booth system is really antiquated. If tolling can help reduce congestion, that is a much more reasonable approach than attempting to build more lanes/highways.

any tolls should be voted on by the users. voting should be done by the users that most use the venue - not as was done for the Tacoma Narrows Bridge where people that will not use the bridge swayed the final outcome.

I carpool from GH to Seattle 5 days a week. I disagree with private business partnering with DOT. I disagree with allowing someone to buy their way into the carpool lane. I disagree with allowing citizens to vote on tolls for projects that won't p ?????????

Tolling on I-90 east of Snoqualmie Pass will widen the division between east and west at a time when the two sides are already far apart. The frequency of trips to the other side of the mountains will decrease.

I believe tolls should only be used to pay for mega-projects bridge structures that are to be built throughout the state such as Alaska Way viaduct, 520 bridge

I never understood why tolls were removed from the Tacoma Narrows Bridge in the first place. Preventative maintenance is costly and should be paid for by the user. User fees save budget revenue for other services to the people.

Tolls are a bad idea in general. My experience on the East Coast has been that the toll plazas create more traffic than they alleviate as those needing change backup access to debit lanes, causing massive backups. No to tolls.

Good idea, however the introductory material and corresponding survey are disappointing. Both are too blue sky and do not go far enough to explore perspectives (and yes I have one regarding 520).

I have followed this all along with displeasure. I supported the gas tax increase solely to avoid tolls. I will strongly support repeal of the gas tax increase if there is a toll bridge connecting regular vehicle traffic between Portland and Vancouver.

NO tolls!

I feel strongly that tolling should be limit to funding specific new projects. HOV lanes and public transportation should be higher priorities for reducing congestion in our state.

I am adamantly opposed to any tolling. However, if it comes to fruition, then as "easypass" type system should be implemented, with no tollbooths.

Toll the rest of the state like you did us in Gig Harbor to build the Narrows Bridge. If you cannot pay for our project, you shouldn't pay for anything in Seattle or the rest of the state. What is good for us is good for everyone else.

All tolls should be \$1.00 per vehicle when crossing a bridge. Freeways would be at least 25 miles for a \$1.00 AND NO GAS TAX EVER!!! The money collected for a certain bridge can only be applied to that bridge and no other, ever.

My spouse and I both agree that the only fair way to pay for our highway system is through the use of tolls. If I use a highway it's only fair that I pay for that use - and if I don't use it - let somebody else pay for it.

I live in Kitsap County. I feel that if we have to pay tolls here the whole state should have tolls on new roads and bridges. Also keep tolls lower than the ones on the bridge. Some of us can not afford these. Thank You

Tolls need to be in place to cover costs to rebuild major freeway/bridge (ie.520, Al.Way viaduct) so that it will not place an unfair burden on others in the state that may not use the road at all. Tolls should pay for build/repair only, not future needs

Tolls should TAX traffic congestion and single car commuting. Tolls should encourage vehicle energy efficiency and place the cost burden on the user, a targeted "road user" tax. The same applies to pricing on the Ferry System.

NO TOLLS. To much is spent by individual users in highway related taxes and fees now! Trucks do not carry their fair share of the life cycle cost of highways.

Forget tolls. Work on the Federal level to re-route the taxes paid by Washington residents to Oregon to fund a third bridge. We are being ripped off and this is a better use of those tax dollars. At least we are getting something for it.

Many of us have retired in Eastern Washington because King County and Olympia have never seen a tax they didn't love. We still just paid 9.5 cents a gallon in new taxes and you want me to pay \$8 to go see my grandkids and kids who live on the west side.

I believe that tolling should take place on the major highways that are in need of expansion and or repair, ie. I5 in the Seattle area and the 521 Bridge. The burden of the expense should be born by the people who use the facility and not by a state tax.

What deceptive P.R. to gain more revenue by the DOT!! The locations of your few meetings and the wording of the questionnaire shows your need to control and gerrymander the result. Quit trying to dupe the public and stay within your present budget!!

Toll would be like an income tax. Trans. dept would not know when to stop expanding and collecting.

VERY SIMPLE NO TOLLS into OREGON AT ALL. TRAFFIC IS BAD ENOUGH WHEN I TRY TO GET TO WORK AND A TOLL BRIDGE WOULD SIMPLY COMPOUND THE PROBLEM FUTHER.

If you are going to make me pay tolls, I want the 520 project and the viaduct project in Seattle to be toll situations too! After-all those people voted to make me pay tolls on the Narrows bridge. I strongly oppose paying tolls past the original cost.

Tolls should be avoided. When needed, they should exist only until the specific structure to which they are attached is paid for. The idea of a toll on I-90 is abhorrent!  
WA tolls must be approved by a vote of the legal voters of WA!

If you drop the gas tax, all of it, then you can toll the roads. We have one of the largest gas taxes in the Nation and now you want to toll us? When are you going to be financially responsible and realize it is not your money it is ours?

Kitsap and Gig Harbor residents MUST NOT be taxed/tolled for King Co. traffic improvements. Seattle MUST pay for incremental Alaska Way costs beyond simple viaduct replacement.

I do not want to have a toll for a HOV lane or the entire I-5 bridge crossing the Columbia - period. We need a 3rd bridge, not a reconfiguration of what we already have. There also needs to be a light rail or use of existing rail lines

Tolls should only be used when the public, in the county where the toll is proposed, has voted to approve such tolls, including the amount and duration of the toll.

If the State of Washington was run efficiently there would be very little need for tolls. That being said, I agree that tolls should be used to help fund expensive projects and HOV hot spots. With the taxes we pay, we should not have tolls like NJ, NY and Penn.

Highways should be paid for by the users, its that simple. Roads should not be subsidized by those who do their part in reducing traffic by alternative modes. In addition to tolls, alternative modes should receive certain advantages over SOV's.

Those of us who rely on the ferry system (as part of the state highway system)pay a "toll" each time we board the vessel. Why not others who must use bridges, roadways, etc.? Each requires ongoing maintenance which in turn requires funds.Thank you.

No tolls. No new taxes. Your bleeding us to death already.



If there is to be a toll on the Narrows bridge then all new roads and highways - including the Alaska Way improvement and the Cross-Base highway, SR 704 must also have tolls.

Thousands of people cross Snoqualmie Pass every day just to get to work. Putting a toll there would add yet another tax burden on the middle class workers. We are one of the most heavily taxed states in the nation. Stop it!

Why hasn't the state helped with the Narrows Bridge in Tacoma/Gig Harbor the same way they're planning for Seattle area bridges, roadways?

HOV/express toll lanes are a bad idea. You're clearly cutting out the occasional user. I see no provisions for those not formally in car pools but travel with more than one occupant. Clearly another ploy for mass transit use

Expedite the process-Need the pilot project results to move on in the P.S. region. If tolls are placed on SR520 they must be pieced.

Avoid toll booths, use electronic tolling as much as possible.

Strongly recommend a rapid (10 yrs or less) move to tolling of the entire regional freeway system-for purposes of congestion-easing & reduce adverse environmental impacts.

Outreach and education of tolls prior to implementation is key. Outreach to business frequently using the tolled corridor should be prioritized. Most were in low income.

Not sure how this openhouse advanced the broad understanding or acceptance of tolling.

Tolls should be utilized to help fund replacement spans & freeway expansion on I-5 across the Columbia River at Vancouver, & that the two states should partner on span replacement & toll collections & freeway expansion.

Be bold, people get it.

As well as bridges, toll express ways at judicial points

Each toll project needs extensive cost-benefit study. Who will commit that after a project is built that there will be less consistency?

As I believe the financial productivity of the gas tax is going to decay very rapidly the toll authority should develop a plan for supplementing tolling that can be put into effect quickly.

You need a good PR campaign (such as these open houses) and lobbying of the gov. & legislature, as well as plans in place to push back against the inevitable "anti" movement.

Do it!

Hot lanes are great as long as they don't fill up. Also, tolling on bridges makes sense.

Keep up the good work! Keep the traffic moving!

You do not have Texas on your State list. Your survey, web site, and two videos are great (minus leaving of Texas). I work for TxDOT in a supportive roll s the Dallas Districts CDA/Tollway Director. Keep up the good work.

Use the fuel tax for roads and not for buses or rail. Stop wasting the tax payers money on bullshit projects, there is enough money in fuel tax to pay for all the hiway projects if it wasn't wasted, like the state industrial is.

Don't use tolls to finance transit.

No tolls, no roads

Do it!

Reach out to Oregon.

Do not private (for profit) companies in charge of collecting/administring tolls.

Gas prices should be taxed through the roof (think tobacco) to force efficient and effective alternatives to petroleum and public transportation. Study all countries for best alternatives. In corporate, university and government research.

Develop local support groups. Educational programs are a needed element to provide better understanding of positive side.

Don't do it!

I'm concerned about the burden on workers who have to commute by distance owing to economics.

You're going too slow. The entire plan should be set up in place within 10 years.

Keep educating people about the benefits of tolling.

Educate the public by having the local office working with the neighborhoods here in Bellingham and throughout Whatcom County.

Spent a lot of time explaining these ideas to a very broad audience before even finalizing ideas.

Gas Tax, Cigarette Tax highest or close to it of all states and you want more??

Don't make Washington pay for it, make Oregon take all the income taxes they are making on Washington workers and fix the problems

What is wrong with this picture. Since when is WSDOT a business?? If it was a business it would have been bankrupt a long time ago!!! Yes our growth rate has exceeded all expectations and of course the enviromentals have cost us all more than we will ever

It's been obvious for a while that we need a widespread, systemic, electronic tolling (user fees) for Washington State highways, both to raise revenues and optimize our use of this limited resource. Privacy is a solvable issue.

We strongly support the idea of tolls on roads, bridges etc that meet the criteria stated in the questionnaire.

Obviously your slant on the questions proposed above show you wish to have no direct request addressing whether we should have a toll at all. I live in Vancouver but due to regular and odd hour work requirements in Oregon, I'd incur great continuous costs

The \$.09 gas tax was to cover projects-Why are more tolls required? #5 tolls should be fairly applied statewide. All were allowed to vote on tolls for the Narrows Bridge, passing vote for tolls when 80% of Pierce County voted "NO" with no alternate route!

I am against any toll except to construct individual projects, then toll should be removed. No long term state or private employment positions should be created to collect tolls. All current fees and taxes on vehicles/fuel should go to infrastructure

Tolling, wonderful idea but it will wind up just like the current HOV lanes in King County, people abuse it and who is going to go out and collect the fines?

The United States needs to utilize and implement rail travel and subways get people OFF the road

Since I live in north central Washington and rarely travel to the west side of the state I feel like I am pay gas tax now for projects I will never use. I have never been on a ferry, but I am paying for them!

Taxes collected already for transportation should go directly into the transportation system and not into a general fund used for other things

We have nearly the highest gas and fuel taxes in the nation. Not enough money without tolls? Don't do the project. Need the project? Try a savings account like anyone else and when there is enough money saved, do the project.

Why do we need tolls to begin with when our Governor & state legislators keep asking for raises & money from other projects not related to transportation for the transportation industry? Why did we have to take highway funds to fund 2 new ball fields?

I supported the gas tax, but I am not satisfied with the accountability being offered for how that money is being spent. Until I see specific projects and total costs, with specific allocations of gas tax monies, I will not support tolls any where.

Reorganize wasted tax dollars into fixing these problems instead of taxing us more.

The gas tax was supposed to solve the transportation issues in Washington. Since that was obviously untrue, I don't think giving the DOT more money is the solution. One waste in spending is millions of dollars on Metro ramps in the centers of Hwys???

All you will accomplish is more traffic congestion with tolls. You would think that the .09 cent a gallon tax on fuel is more than adequate. When is enough, enough? The thought of a toll on Sno. Pass is ridiculous and not cost effective.

We already have one of the Highest gas taxes in the country.....where is it being spent ? I am only for any tolls if those taxes have already been exhausted on meaningful projects (not a tunnel)

I think you need to take Semi - trucks into consideration of LOW TOLLS. Don't toll by weight or axles, TRUCKS (18 wheelers) ALREADY PAY A ROAD TAX or USAGE TAX!! DON'T DOUBLE TAX TRUCKERS!!! You can call it a TOLL all you want, but it's STILL a TAX.

To ensure fair and equitable treatment to all WA citizens, all WA mega projects need to be 100% funded through tolls as is the new Tacoma Narrows bridge. The WA DOT needs to treat King County projects just the same way as the new Narrows Bridge.

The cost of our transportation system should be shared by everyone. I strongly disagree with tolling Snoqualmie Pass. It is a Federal Highway and the benefits and costs should be shared by the nation.

I would like to see tolling replace future large increases in fuel tax.

One requirement is stated as "Toll revenue should be used only to improve, maintain or operate the transportation system.". Where are all the gas taxes and auto licensing fees going?

How about charging Oregon residents sales tax. I am tired of paying Oregon income tax, just because I work in Oregon AND also have to pay Washington sales taxes. I will start purchasing items in Oregon, until the taxing system changes.

if toll roads come, MUST STAY UNDER WA STATE OWNER AND MAINTAINCE. Do not sell our roads, especially those that are built and maintained with Washington fuel tax funds.

Public highways should be supported by all the state's taxpayers, not just by local users.

Tolls on all the mountain passes not just I-90. Recommend 10 rather than 4 dollars. This way they would not have to be raised for years...see inflation adjusted tolls slide Tolls should be concentrated between economic regions rather than within.

THERE SHOULD BE NO TOLLS ANYWHERE. WE ALREADY PAY A TAX AT THE PUMP... START LEARNING WAYS TO CUT SPENDING INSTEAD OF ACTING LIKE TEEN AGE KIDS THAT KEEP SPENDING MORE THAN THEY HAVE.

as long as it is inexpensive and has discounts for frequent users it would be very beneficial. I also believe the revenue from tolling should be used to balance out the cost of transportation for certian school districts like the Battle Ground District.

Toll revenues should only pay for the stretch of roadway, bridge, etc. for which they are collected, not as a general income source for the DOT.

I live in West Seattle and work in Redmond. I am concerned about having a huge toll bill - I don't want to quit my job and I don't want to have to move from West Seattle. This kind of system seems to punish someone like me.

Regional toll authorities may be less costly to operate. Also, toll rates may be less politicized when set and adjusted by a regional body (see Orange County, California).

As an elected official in North Bend, I find the entire concept of tolling the Snoqualmie pass TOTALLY unacceptable. The solutions to the operation and maintenance budgets can and should be found without the implementations of tolls.

tolling should only be used in metropolitan areas , citys , bridges ,

Not sure how this openhouse advanced the broad understanding or acceptance of tolling.

Not both gas tax and toll booths

I have studied this subject and am pleased.

Obviously research the various techniques used throughout the U.S. to optimize efficiency.

Truck commerce is extremely important to WA state please don't price trucks out of their jobs.

What about offering an annual pass for the people who think they may use the road enough to justify and keeps it reasonable for the commuter.

I would caution against tolling major interstates

Be careful-Take the time to educate and develop buy-in by the electorate. Eyman is looking for work.

**Question 14.) How useful was the information presented in the Virtual Open House presentation you saw before filling this questionnaire?**

Need handouts of the display cards & name tags & time for group discussion or testimony.

Only the video was useful. Could not read the boards and too noisy to hear anything.

No references to study document details-very short time for public input regarding these open houses-No address site for written input.

Open house near you? Up here from Tacoma is preposterous. I got the impression from the website that this experience would be more substantive and informative. The nay-sayers will roll right over you without a more effective campaign to encourage the citizenry. Well meaning supporters must be mobilized to avoid more political heartache for local government.

I enjoyed listening and learning but the best part was being able to talk one on one.

Being able to discuss items with a representative was most helpful.

The whole story is never told.

I have studied this subject and am pleased.

I had already read about much of this.